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## MISCELLANY.

*From the Metropolitan.*

### DRY DOCK IN NEW YORK.

MR. EDITOR: I wish just merely to introduce the subject of the contemplated Dry Dock in New York to the notice of our honorable Representatives; for I fear that if they are not reminded frequently of the importance of that long projected and long-deferred public work, it will, amid the conflict of party quarrels, abolition, emancipation, colonization, &c., be consigned to oblivion's darkest corner in the document chest. And now it is more important than ever, that it should be commenced and completed in as little time as may be; for we know not, nor can we know, what will be the issue of events between our good old grandmother England and her refractory subjects on the other side of the St. Lawrence; and notwithstanding the manifestos, proclamations, awful catastrophes and bloody massacres, our citizens along the frontier will continue their course of interfering with Canadian affairs; and it does really seem, in view of all the precautions taken by our Government, that it is impossible to prevent it. Many assert that England will never again proclaim war against the United States; that her interests are too nearly connected with ours; that the business transactions of that nation are so amalgamated with the merchants, bankers, brokers, &c., of our own country, that no rupture can possibly take place between us. Now that is all very well to argue about; but let us coolly look into the facts, and cast up a few probabilities; say, for instance, the emigrations and retributions continue along the frontier—and suppose, just by way of retaliating, the English soldiery should cross the river and lay waste a portion of our goodly territory thereabouts—what would then be the sentiments of our people on the subject? The thing is not impossible. The MacNabs, Drews, and others, have already been promoted for their zeal in the service; and there are many others, *in du du*, who would like to immortalize themselves in the same way, if a proper opportunity should offer. And if such should be the case, would our Government act tamely, supinely, after making every exertion, as it certainly has, to prevent all aggressions on the part of a small squad of our dissolute citizens, reckless alike of consequences, and themselves willing to take the responsibility? I, for one, do not believe it; and hostilities once commenced on the part of British subjects, would be promptly avenged by the Americans; and again I say, it is impossible to conjecture where or how those difficulties would be arranged, whether amicably or otherwise. And in the event of a war with any nation of Europe, where is the place in the United States so well calculated, in every way, for repairing and fitting out our vessels of war as the city of New York? And there, the greatest sea port on the continent, and one not inferior to any in the world, we cannot obtain what is allowed by all to be absolutely necessary for thoroughly repairing and putting in good condition our largest class of vessels—a Dry Dock. Again I repeat, it is a subject of paramount importance; more so now than ever, since the new era in steam navigation. Since it has been clearly ascertained and fully demonstrated, by actual experiment, that the Atlantic Ocean can be navigated by steam vessels, and the voyage made from England to America with as little apparent danger as in going from Dover to Calais, would they not (in case a war should take place with us and a powerful European nation) line our coast, fore and aft, with armed steam vessels? Aye, too surely they would, from Maine to Louisiana, and

land their troops at every defenseless point along our widely extended and undefended sea coast. Undoubtedly indeed is it; scarcely a place is sufficiently fortified. England has, at the present time, twenty-seven armed steam vessels afloat, first, second and third class, the smallest of which mounts from ten to twelve guns, and doubtless ere this, others are on the stocks. France has likewise her splendid steam frigates cruising every where in the Mediterranean, and I have seen them riding out a gale in the Gulf of Lyons, while our ship was laying to under stormy sails. To cope with them we have no steam ships, or convenient place in New York for repairing them if we had; and there, and to the eastward of that port, they could be employed to more advantage than in any other quarter of our whole Atlantic coast. There can be no longer any objections to erecting a Dock at New York, on account of the entrance to the harbor, as Gedney's newly discovered channel has settled that question satisfactorily, and it is now a pretty well ascertained fact, that the largest vessel in our navy can carry water enough over the shoalest spot at any time of tide. But enough has been said on the subject, and I sincerely hope our honorable members of Congress will not allow it to slumber through the entire session. S.

### CAUSE OF IMPERFERENCE AMONG SEAMEN.—

An effort has been frequently made by philanthropic persons, anxious to ameliorate the condition of seamen, to check the intemperate habits too prevalent among them as a body; but though wealth, zeal and talents have been employed in the cause, the result has been far from cheering, and but little permanent good has been effected. Feeling as we do an admiration for the nobler qualities of the true sailor—his daring, fortitude, and frank and generous nature—and impressed as we are with the conviction, that not only gratitude for their services, but motives of national policy impose upon the public the duty of elevating their character, and protecting their rights, we have bestowed much attention on the subject, and on several occasions expressed our views in relation to it. A letter from a worthy sea captain has induced us to again raise the question, "Whether the follies, improvidence and intemperance of seamen, is not mainly caused by the harpies on shore, who drag them in the midst of temptation, fleece them of the last cent, and then cast them forth destitute and reckless?" The sailor at sea is deprived of almost every enjoyment; he is constantly exposed more or less to danger, and though the excitement of his life may in a measure render danger almost welcome, he longs for the hour when he shall reach the land, and hold communion with his fellow men; at sea, he is compelled to be temperate almost to abstinence, and from previous habits, acquired on shore, he is constantly craving for grog as the greatest of human blessings. How have these habits been acquired? We see the ship-boy, at an age when the character can be moulded to good or bad, thrown into the company of dissolute and intemperate men, in the low grog-shops of a place, distant from the eye of his owners or his parents; he is encouraged by the landlords to drink, and his comrades impress him with the belief, that next to obedience to orders, a sailor's chief virtue is to drink his allowance of grog. The boy is an apt pupil, and soon outlearns his teachers. He becomes a man, and receives the wages of an able-bodied seaman. Returning home after a voyage, the vessel has scarcely touched the wharf before he is beset with a myriad of applicants for his boarding custom. He

selects a house, and his chest and clothing are removed there. The wages due him are not paid immediately, but he finds an accommodating friend in his landlord, who, on the receipt of a due-bill for the whole amount, advances him a few dollars, and becomes his cashier. In nine cases out of ten, he is now plied with liquor until he is drunk, and his generosity keeping pace with his loss of reason, he soon spends the advance, and runs up a score, which by some legerdemain frequently advances in geometrical progression. Sunk into the lowest debauchery, he takes no note of his expenditures, and he is only brought to reason by the presentation of a bill somewhat exceeding the wages of his last cruise. The only way to pay the money, is to ship again, and allow the landlord to draw the advance. This is done, and Jack finds that in two weeks on shore, he has spent the earnings of a long and perilous voyage, and must work another month to make up lost way. He thinks it strange, curses the land-sharks, and gets drunk again. In this condition he is put on board; the vessel sails, and he is for days unfit for duty; or, as in the case of the sailor mentioned last week, he is attacked with the mania a potu, and in a fit of frenzy commits suicide. With all due deference to the many able and philanthropic gentlemen who have advocated total abstinence on board ship, we would ask what permanent good can be effected by that measure, if the sailor is abandoned to the vampires the moment his foot touches the shore? It were better to begin at the root of the evil; and ship-owners and ship-masters should keep as wary an eye upon the morals of their boys, as if they were their own sons. To reclaim those who have already acquired these evil habits, some effort should be made to keep them out of the grasp of land sharks and their gangs, and by encouraging them to be sober and provident on shore, and attending to their comforts at sea, gratitude as well as duty will prompt them to deserve the care; and a bold, skilful and obedient crew will fall to the lot of such commanders.—*Baltimore Sun*, Dec. 13.

**STEAM VESSELS FOR THE NAVY.**—We have at all times felt a deep interest in all subjects appertaining to the advancement and improvement of our Navy; and it is with pleasure we notice, that the Hon. James Buchanan, Senator from this State, in the U. S. Senate, has offered a resolution inquiring into the expediency of building one or more steam ships for the navy. The Naval Committee will report favorably on the subject, and that some two or three steam ships will be ordered, constructed in such a manner as to enable them to cruise on our coast, to give aid to our merchant vessels homeward bound during the tempestuous months of winter; and with a view to war, let them be so built as to enable them to carry two or four "bomb cannon," which has been proved by experiment in the French navy, to be so effectual.—*United States Gazette*.

A correspondent of the *Baltimore Patriot* says:

"Mr. BUCHANAN urged with great earnestness the adoption of this resolution. He expressed his regret that the Secretary of the Navy had not in his very lucid and able report, touched upon the subject which was occupying the minds of all men interested in naval and military affairs, in England and France. Those two great nations are emulous to outstrip each other in converting steam vessels to the greatest service. The use of them must work a material change in the mode of naval warfare; and we would certainly subject ourselves to great hazard, if we were to engage in a war with either of those powerful nations in the possession of the advantages derived from such vessels, while we were without them. Mr. BUCHANAN thought it would be a severe reflection upon our national character, if after being the first to make a successful application of steam in propelling vessels, we should now fall behind the improvement of the age."

**STEAM SHIPS OF WAR.**—We are glad to see that Mr. Buchanan, of Pennsylvania, has brought before Congress a proposition for building one or more steam ships of war. In this means of annoyance and defence, which is likely to be more efficient than any other, our navy is almost totally deficient. England and France foresaw the effects of steam upon the mode of conducting naval warfare, and governed themselves accordingly. Each of those nations has 20 or 30 powerful steam ships of war, and is constantly increasing the number; while we have *none*. In the merchant and passenger service, we have more steam boats than any other nation in the world. Steam power is peculiarly American, and in the most important use of it we ought not to see ourselves outstripped by every other commercial nation.

Steam ships are more powerful at home than abroad. If a steam ship crosses the Atlantic in order to reach her station, her stock of fuel is of course nearly exhausted; and it is not always easy to get a supply in an enemy's country. But at home she can always get a supply at short notice, and run in or out as suits her convenience. She is, in short, a moving fortress.

A fixed fortress may be very good in its place, but we should like to ask how many thousand men in such defences would be sufficient to protect our coast?

A fixed fortress, if suitably manned, is strong where it is, i. e. within a circuit of two or three miles; but beyond that circuit it is as powerless as infancy. It cannot go in pursuit of an enemy, but must wait till they come within the reach of its guns,—which they are not always disposed to do. Steam ships possess, on the water, the combined properties of cavalry and artillery on land. They are both fleet and powerful. They cannot easily be avoided, and when encountered, are very bad customers. We must have some of them, without delay.—*New York Journal of Com.*

#### *From the United States Gazette.* **EMPLOYMENT OF BOYS IN OUR MERCHANT VESSELS.**

I congratulate the country on the apparent light which is beaming forth on the important subject of employing boys in our merchant vessels as a means of rearing up in the country a full supply of native seamen, that our commercial shipping may hereafter be navigated in safety, freed from the dangers of mutiny and murder on the high seas, which have so frequently taken place of late years on board of American merchant vessels, to the disgrace of our glorious flag. The subject is now brought to the consideration of Congress, and in an effective manner, which I hope will insure for it their most favorable consideration. The Secretary of the Treasury, in his late annual report, makes the following commendatory remarks:

"The employment of more boys in the merchant service is, in some degree connected with the customs, on account of its tendency to afford additional protection to the lives and property engaged in commerce, as well as to improve the morals of mariners, and prevent smuggling, mutinies, and piracies.

"The encouragement by law of such an acquisition to the marine of our country, by soon bringing into active usefulness a class of intelligent, virtuous, and able seamen, would tend materially to avert some of the numerous evils from that quarter, which now bear upon commercial energy and prosperity."

The benefits to be derived from the passage of such a law to commerce, and to the country, in a national point of view, must be apparent to our merchants, and to the community generally; our merchant ships would in a few years be navigated by seamen who had grown up in our own merchant service, and our ships would be freed from the vile scoundrels who are now too often employed, and who are ever ready for revolt, mutiny, and murder. I think all will

admit, that it is a near-sighted statesman who cannot see the importance such a law would have in a national point of view. It would provide a full supply of *native* seamen to man our navy in peace or war; men, whose love of country, home, and fireside, would always prompt them to deeds of honor and glory. The "right arm of our national defence" has not been overlooked by the President in his late annual message, he says:—

"The rapid increase and wide expansion of our commerce, which is every day seeking new avenues of profitable adventure; the absolute necessity of a naval force for its protection, precisely in the degree of its extension; a due regard to the national honor; the recollection of its former exploits, and the anticipation of its future triumphs, whenever opportunity presents itself, which we may rightfully indulge from the experience of the past—all seem to point to the navy as a most efficient arm of our national defence, and a proper object of legislative encouragement."

The President and his administration have doubtless satisfied themselves of the importance and necessity of an efficient naval establishment, and in accordance with the long and frequently expressed will of the people, have recommended the subject to Congress as "a proper object of legislative encouragement." It is now with Congress to say what shall be done in the way of "legislative encouragement." In my view, the first important move is to provide means to man our navy in time of war or peace with *native* seamen, and this can only be done by passing a law requiring our merchant vessels to carry boys, and employing a full portion in the navy. One word to the philanthropist. Is this subject not worthy of their best feelings? How many hundreds of boys might be saved from destruction, if they were thus creditably employed in the merchant service and in the navy, in the place of their becoming subjects of vice, and the inmates of jails and houses of refuge, or rambling our streets in illness. All know that youth is the time to inculcate virtue and good principles, to lead to honorable manhood.

GIRARD.

**FRANCIS'S LIFE-BOATS.**—The first of these life-boats for the U. States Government service was delivered a short time since, by the skilful and enterprising builder. In appearance she is different from any he has before built, and looks like a beautiful quarter-boat, or gig for a packet ship. She is twenty-six feet long, five feet beam, and two feet deep, with a broad stern, giving fine accommodations for the officers, a stand for the bowman, and strong foot-stretchers for the oarsmen. She is built smooth seams, and very strong to enable her not only to cope with the elements, and to ride triumphantly over any sea, in boarding vessels in distress, but she has also a double oak side maul rounding, to prevent rubbing up and down against a ship's side, without catching under the bolts and wales of the vessel, which often causes an ordinary boat to upset. She has also the newly invented apparatus for hoisting and carrying out anchors, so highly approved and recommended by Captain Henry Robinson, and the newly invented bottom. Her power is 1636 pounds, which weight would not sink her with her bottom stove in, and she is so constructed that she cannot sink by the weight of human bodies.

The Great Western, with a commendable prudence and foresight, took one of these boats, owing to which she obtained many more passengers, and if she had taken two or three, they would have found it to their interest, in the increased popularity it would give to that vessel. In fact, where so many passengers are taken as in these steam ships, they ought not to go without them; and the first inquiry a traveller by sea ought to make is, whether the vessel is provided with Francis's life-boats, and if she is not, to give

a preference to the vessel that is. Dr. Johnson has well observed that a ship is a prison, with the chance of being drowned, and as a sensible man will leave as little to chance as possible, he is bound to take that conveyance which is the most guarded against accident—otherwise it is nothing but foolhardiness, or, as a Scotchman would say, "a mere tempting o' Providence."—*N. Y. Sunday Morning News.*

**ST. GEORGE'S BANK.**—We have received from Washington a beautiful chart of St. George's Shoal and Bank, as recently surveyed by an expedition sent out by authority of Congress, under command of Lieut. Charles Wilkes, U. S. navy, in the U. S. brig Porpoise and schooners Maria and Badassah. Published under direction of the Navy Commissioners, J. Allen and W. May, draftsmen; B. Stiles, Sherman and Smith, engravers. The map embraces 47 minutes of longitude, viz. from 57° 10' to 57° 57', and 31' of latitude, viz. from 41° 26' to 41° 57'. The number of soundings is immense; particularly on the shoal and in its immediate vicinity. The character of the bottom at frequent intervals is also specified. As we do not often have access to the "bottom of the sea," at such a distance from land, it is interesting to notice the ingredients which compose it. Here are some of them, ascertained by sounding in different localities: Gravel and sand, white sand, black sand, black and white sand mixed, pebbles and sand, fine sand and black shells, pebbles and gravel, fine sand, coarse sand, stones and rocks, stones and pebbles, yellow sand and pebbles, sand and green ooze, pebbles.

The results of this survey are valuable, among other reasons, as showing how little danger there is of vessels of ordinary size actually striking on the Bank, or even on the Shoal. There are only two places on the Shoal where such a thing could happen, and these are very small, lying between lat. 41° 40' 13" and 41° 40' 33", and between long. 67° 44' 10" and 67° 40' 30". The depth of water at these places is 15 feet (at low tide, we presume.) The tide rises seven feet. Over almost the whole Shoal the water is 6 to 10 fathoms or upwards, and on the Bank, distinguished from the Shoal, it is generally from 15 to 25 fathoms or upwards. The shoal is about 13 miles long, lying N. N. W. and S. S. E. and 1 to 2 miles wide. There is usually a rip the whole length of the Shoal, and at times heavy breakers on the shallowest places.

One object which the Surveying Expedition had in view, was to ascertain the feasibility of erecting a beacon or other work on this Shoal. We understand Lieut. Wilkes reported against the undertaking; but precisely upon what grounds we are unable to state.—*N. Y. Journal of Commerce.*

**THE PEA-PATCH,** a small island in the Delaware, in which the United States Government have been endeavoring for some years to build a fortification that would stand, the first having sunk in the mud, so as to become useless, has recently, it would seem, been seized upon, under a writ of possession from the United States Circuit Court, as individual property.

The Newark Daily Advertiser gives a sketch of the facts, developed on the trial, whence it clearly appears, that the Federal Government, proceeding upon the assumption that a grant of this island made to them in 1814, by the State of Delaware, was a valid one, had taken possession of, and appropriated, the island to public defence, when all the while the title was in certain inhabitants of New Jersey, within the limits of which State and not of Delaware it is claimed to lie.

This state of the case was sustained by the evidence and the judgment of the Circuit Court; and the Attorney General of the United States, on examining into the facts, declined to carry the case up to the Supreme Court.

The Marshal of the District of New Jersey, Gen. Darcey, of Newark, finding some officers and artificers of the United States on the island, caused them to sign leases, as tenants at will, of the owners.

The Newark paper gives this account of the origin of the island:

The history of this island, in the river Delaware, opposite to Salem county, in this State, is not without interest. It appears by the testimony produced that it has arisen within the memory of the present generation. A few tufts of reed and grass were first discovered at low tide about sixty years ago, growing, as the tradition runs, out of a sunken vessel laden with peas; whence the name of the island. It continued to increase and to make ground, so that in the course of a few years it threw the ship channel between the western side of the island and the shore of the State of Delaware. The better opinion is, that it was originally a part of the lower end of Finn's Point bar, which fastened on to the Jersey shore.

The Pea-Patch, which might once have been purchased for a trill, comparatively, is now held at \$100,000 by the owners.—*New York American.*

**THE NAVY.**—The Secretary of the Navy, in his annual report, recommends an increase in the number of smaller vessels belonging to our navy. It is hoped that this suggestion will meet with the prompt and favorable attention of Congress; and we would respectfully urge immediate action thereon by the Committee on Naval Affairs. The comparatively large squadrons which are sent upon some stations for the protection of our commerce, it is very true, serve a good purpose oftentimes as matters of dread to foreign aggressors. Yet very little active service is required of them. About half the time they are lying idly in port, like huge scarecrows, preventing, it is true, by their presence merely, many abuses to which our merchantmen might otherwise be exposed. But it may well be questioned whether quite as efficient protection may not be afforded by vessels less unwieldy and inactive.

Our vastly augmented commerce in the South Pacific, demands the especial consideration of Government. And the class of vessels alluded to by the Secretary of the Navy, is precisely of that description which ought to be employed in looking after our commercial interests in that quarter—especially at those points which, though now much visited by our navigators, are yet of quite recent acquaintance as places of resort. We may mention the Friendly Islands, as well as the Sandwich group—and particularly some of the ports on the coast of New Zealand. On that coast, the Bay of Islands has become a place of great importance, and is now constantly visited by American shipping to an incredible extent; yet no public vessel, to our knowledge, has ever yet appeared within its waters. Ships of war, of small size, might be placed on this service to very great advantage. They should be relieved as often as once a year, and thus a succession of voyages be regularly established and kept up. The benefits of such a system would be invaluable, not only to our commercial marine—but to the navy itself—as must be apparent to every one who is friendly to its improvement and active advancement.—*Nantucket Inquirer.*

Commodore JOSEPH J. NICHOLSON, of the United States navy, who died at Baltimore on the 12th inst. was the son of a revolutionary naval officer he entered the service of his country at an early age as a midshipman, and through all the grades of active duty, reached, with honor and reputation, the rank of Post Captain, with a designation ultimately to the command of an important squadron. In peace and in war he performed the high functions of an American officer with fidelity and bravery, and has left, among his gifted comrades, no man of a purer name. But it is not so much the present purpose to speak of

his public services, as to refer to those personal qualities which, during his many years residence in Philadelphia, as an officer of this station, won for him the exalted respect and the heartfelt esteem of a very extensive circle.

For nobleness of nature, kindness of disposition, and uprightness of life, he was eminently distinguished; while the elevated character of his liberality, the efficiency of his friendship, and the courtesy of his deportment, attracted the sincere and general regard of those by whom he was best known. In the relations of private life, which, during his residence in another city, were expanded into those of a husband and father, he was a model worthy of all imitation. But this topic is so delicate, that no invasion must be allowed of the sacred privacy of domestic affliction.

Though his death was sudden, it was yet accompanied by the assurance which is now so consolatory to his family and friends, that it was not without that blessed preparation which genuine piety alone can furnish. This brief notice is designed merely as the faint expression by one who was well acquainted with him; and who justly appreciated him—of what is the true sentiment of a large number of attached friends in this quarter, and who honored his character while he was among them, and who most sincerely and profoundly sympathize with those who were nearest and dearest to him, in the irreparable loss which they have sustained.—*Philadelphia paper.*

**LIFE BOAT.**—There was quite an excitement in Wall street yesterday among the nautical and mercantile men, occasioned by the appearance of a beautiful LIFE BOAT, built, as perceived by the lettering upon her, for the U. S. R. C. Hamilton. She is 27 feet in length, 5 feet beam, and is calculated to be able to sustain upwards of 2,000 lbs. of iron or other dead weight with her bottom stove in. She is of the improved model in her bottom, her bilges being lower in the water than her keel, and is also fitted with the apparatus for weighing an anchor through her bottom, similar to that in the superior boat built for the packet ship *Duchesse d'Orleans*.

We do not profess to give a sailor's account of this useful affair, and can only say that she makes a more beautiful quarter boat of a packet ship than what many persons have supposed a life boat must necessarily be. Before she is shipped for Boston we would recommend all sea-going folks to look at her. She will remain in her present location near our office to day and to-morrow, and then be despatched to the City of Notions, where Capt. Surgis will have an opportunity of showing a load of which he may justly feel proud.—*N. Y. Gazette.*

**A NEW PATENT RIFLE, BAYLEY'S WATER-PROOF RIFLE.**—We have seen a rifle invented by Mr. Bayley, of Portland, (Me.), which, when loaded, admits of fifteen distinct discharges. The loading takes place in the breech of the gun, through a cylindrical conducting tube, passing into a receiving chamber, and in the tube are 16 sliding chambers loaded with powder and ball. In the receiving chambers the lock acts upon the sliding chambers, striking through with the greatest precision and perfect safety. The lock is of a very simple construction on the guard of the gun, more simple and not more cumbersome than in a common gun. The rifle we have seen is a beautiful one; and though not much versed in these matters, yet we feel at liberty to say that whoever wants to do killing by the platoon, or gunning by the flock, cannot find, at least as we think, any instrument so wonderfully adapted to their purpose.—*N. Y. Express.*

**MILITARY TACTICS.**—Mr. R. P. Drsilver, No. 255 Market street, has just published a new and improved edition of that valuable and highly commendable

el book of instruction in Military Tactics, prepared by S. Cooper, Assistant Adjutant General of the Army, under the supervision of General Macomb. It contains a number of additions in reference to Courts-martial, Arrests, Duties of Quartermasters, Reports, Provisions, Estimates, &c., and is in every respect an admirable work for the use of the soldier. —*Pennsylvanian*.

**WAVES**—A scientific gentleman on board the flag frigate in the Pacific Ocean, kept a table of the height of the waves. He asserts that no wave within his observation, ever exceeded 20 feet above the ocean level, and never more than 13 feet above the deck.

We are of opinion from some experience in gales of wind, that the waves often reach the height of 40 or 50 feet at least; and deservedly merit the title sometimes given to them; by some deemed poetic, of Mountain Billows; particularly in the swell and calm after a storm, when the wind does not exist to blow them down. —*New York Star*.

**FORT JESUP.**—The following is an extract of a letter from Fort Jesup, and gives an interesting description of that military post:

"We are situated in the midst of a dense forest, on an eminence, which alone has been cleared of its timber. The loftiest, and most ornamental trees, (chiefly oak) having been left standing, scattered here and there, around the buildings, and about the parade ground. The houses of the post are arranged in a rectangle, almost a square. They are painted white, are ornamented with balconies, piazzas and pillars, and all face inward towards the area, which constitutes the grand parade ground. The officers' quarters are on the sides nearest the road, while the side opposite, with its two adjacent angles, are made up of the quarters of the men and their families. In the rear of each company's quarters, is a large garden, to each of which, a gardener is appropriated.

Fort Jesup is 25 miles from Natchitoches, La., on the stage road to San Augustine, Texas, about 50 miles from the latter. The former is a beautiful town of some 3 or 4000 inhabitants, French and Americans principally. It is pleasantly situated, on the southern bank of the Red river, 100 miles above Alexandria, and 4 or 500 above New Orleans. The river is thickly and richly settled all the way down, chiefly by French planters, some of whom are immensely wealthy. In short, this is a delightful country, with the finest possible climate, and watered by streams, navigable by steamboats, some of them thousands of miles.

Fort Jesup is said to be one of the healthiest and most pleasant posts in the country. We have a large store, a post office, and on the opposite side of the road, a well ordered, quiet hotel. The officers seldom visit it, and the soldiers are not allowed to. Outside, and opposite the garrison, stands an elegant, and well appointed dwelling—the quarters of the commanding officer.

As to the facilities for reading, &c., we have a large reading-room, containing an extensive, well-selected library, with newspapers from every part of the United States. The expense is defrayed from the post fund, and every one at the garrison has access to it. Over this hall, are four neat, well-furnished rooms, with doors opening on galleries, both in front and rear, which are occupied by the four only bachelor saints, of whom your humble servant, unfortunately, is one.

Several of the older officers have families, and have resided here for years. There is a school for the children, and by the late act of Congress, we are provided with a chaplain. Most of the officers are temperance men to the hilt; saving a little wine occasionally, they drink nothing but cold water—and believe me, my friend, I have become "one of that sort." My resolution was taken, before I reached here, never to drink another glass of ardent No

sensible person will dispute the folly of such a custom, and so far as my experience and observation has gone, it leads, by the very shortest cut, to ruin." —*Boston Mercantile Journal*.

**GEN. TAYLOR AND HIS POLICY.**—On the advent of Gen. TAYLOR to the military command of Florida, expectation was on tip-toe that he would accomplish such results as would give quietude and peace to this unfortunate country. Bringing into the field a reputation high for personal valor, and having been engaged in one of the most sanguinary actions of the present war, much was expected from his intimate acquaintance with Indian character; the ambition consequent upon newly acquired rank, and the general confidence reposed in him both by the favorable estimate of the public mind, and the high and approved consideration of his own Government.

An appropriation sufficiently large to cover every reasonable contingent expense, a *carte blanche* to fill up with any number of men, and an authority to combine mind, physical power, and every agency, in any proportion or extent, so this war was brought to a close; were the investments of his authority. Active operations were ordered to commence on the 10th of October; and troops were in motion from every part of the Union, in order to meet at the point of concentration.

The period for active operation arrived, and is passing away; yet no embodied action of the troops has taken place; no concentrated movement of Gen. TAYLOR's command. It is true that a few posts have been re-occupied, and some others established, which, had they been occupied at the commencement of the war, might have saved the country a vast amount of expenditure. But whether this cordon is to give the security intended, is a questionable point, and which past experience has shown to be unavailing. The movements of large bodies in Florida have, heretofore, when accompanied by footmen, been exceedingly slow; and the incumbrance of a heavy baggage train, formed not the least difficulty in this tardy operation.

Experience has shown that a mounted force is the only efficient arm for celerity of movement, and that quickness of operation which the emergencies of Indian warfare require. Yet cavalry, valuable as they are, to operate over a large extent of country, must, in addition to the heavy equipments of the men, be furnished with food for the horse, either conveyed by packs or the men themselves. In any event the supply is necessarily limited, and unless supplies are afforded at posts a short distance from each other, much time is consumed in repairing the exhaustion of food, which both men and horses require. Thus much for posts. As points of departure and return for a mounted force, they are invaluable. But will the country by being doled throughout with these contiguous points, derive that security which it is believed by many will be accorded? For our own part, we think not. We go on data, derived from the subtlety of the Indian and his indomitable perseverance in the pursuit of plunder and revenge. We look to the skill and ingenuity which has hitherto marked his movements, setting at naught the most wakeful vigor, and the best concerted plans; which has given him supplies, by hanging on the rear of the army, and information as to the operation in contemplation; which has enabled him to select his ground, and offer battle only on the terms of his own choosing.

We do not believe, as far as the policy of General TAYLOR can be gathered from the past, that the war will be closed this winter, and that our people will again have to drag out another year in the vain and heart-sickening hope of a return to the country. It is certainly time that something definitive should be done with this Indian war. It is time that the energies of the people should be directed to some other



channel, than wasting life as they are by its protraction. There is fault somewhere—blame properly belongs to some one. Yet with the repeated changes of command, war, this cursed war, is still suffered to exist.

Our people are murdered—their houses burnt; and we are told that there is force and power to keep the Indians down. In God's name then, direct that power to some end, which shall demonstrate the disposition to act, or let Congress devise some other means to remove the Seminole, than by military force.—*St. Augustine News.*

#### CANADA.

*From the Kingston U. C., Chronicle.*

Any honorable, high-minded officer of the United States army, whose fortune it may be to be stationed at present on the Canadian frontier, has an unpleasant and difficult duty to perform. With his own Government apparently inkewarm, and indifferent to his most active exertions to preserve neutrality, and multitudes of his countrymen no better than enemies, we can freely sympathize with such an officer.

The following remarks and letter we copy from the Sacket's Harbor Journal. The general opinion on this side is, that Col. Worth did not exert himself to the utmost in preventing the expedition which invaded this province below Prescott; though all admit, that while at Ogdensburg his measures were such as indicated a desire to preserve neutrality. It occurs to us that Gen. Brady would have at once seized the United States while at Sacket's Harbor, had he known as much of her objects as Col. Worth did. We would not, knowingly, do injustice to a gallant man, let his country be what it may, and therefore publish the following as explanatory.

Col. Worth has no doubt learned by this time that he may hold a correspondence with a British officer, without his being "the recipient of offensive or insulting reflections" upon his Government.

In connexion with the foregoing, [the correspondence between Col. Worth, Col. Dundas, &c.] it is but justice to an individual whose efforts to enforce the laws we have witnessed, to publish the following letter to the Oswego Committee, which we have been permitted to see. The Canadian papers seem determined to run a tilt against all authorities in the United States. Now we chance to know [that the commander on this frontier, hearing that the steam boat United States, on her trip down, on the 11th, would have on board some of the adventurers, had made his arrangements to accompany her in the Telegraph, and seize her in the mouth of the St. Lawrence, should the information prove correct. Owing to a heavy gale, the Telegraph, being then cruising in the St. Lawrence, did not, as directed, reach this port until the evening of the day after. At two o'clock the United States passed, but the commanding officer embarked with his troops in pursuit between 3 and 4 o'clock in the morning, and before sunset had reached Ogdensburg, seized two steamboats, and the schooners carrying arms, &c., and thenceforward prevented any crossing.—It is understood, cut off some 6 or 800 men preparing to embark.—*Ed. Jour.*

HEAD QUARTERS, MADISON BARRACKS, }  
November 23, 1838. }

MY DEAR SIR: When on the point of embarking for your place, yours of the 20th, with its enclosure, came to hand. In any question of duty connected with recent transactions I have never hailed in doubt as to the course to be pursued; but the matter you have presented gives me pain and embarrassment. To enter upon the business officially would be to place myself in a position to become the recipient of offensive, if not insulting, reflections upon the Government, for which I should not be held excusable, nor deserve to be, and I am doubtful of the propriety

of my acting at all; yet if I can interpose any offices of humanity in behalf of my countrymen, criminal though they be, God knows every impulse of my heart dictates the exertion. However, when time is blood, action first and reflection after.

I have prepared hastily, as you will perceive, an unofficial note, a copy of which is enclosed, to the military authorities opposite, but candidly confess, with little hope of a favorable result from those [the wounds of] whose murdered comrades are yet festering. The Onondaga is momentarily expected, and will be forthwith despatched on her errand of mercy, and if it be not invoked in vain, I should hope that every rescued victim would come forth from his prison an apostle of honor, justice, and correct principles, instead of the doctrines of marauders.

With much esteem,

Respectfully and truly yours,

W. J. WORTH.

To GEO. H. McWHARTER, Esq.

**PATRIOT MOVEMENTS.**—We learn that the leaders of the patriot forces have resolved to abandon their enterprise for the present, and a good portion of their men have gone to their homes. The result, we are informed, has been brought about by quiet influence, judging from the character of the men who have been instrumental in effecting it, we are inclined to believe that reliance may be placed on the present determination. It is pretty certain that whatever may be their determination, the authorities on this side will keep a sharp eye upon any movement that may hereafter cause disturbance.

Gen. Scott arrived in this city yesterday morning, and has taken lodgings at the National.

We ought to have stated before, that the steamboat "Champlain," which was pressed into the service of the patriots on Monday night last, was seized by the collector of this port early on the following morning for a violation of the laws.

We are authorized and requested to state, by one of our civil authorities, who was on board the steamboat Erie, on Tuesday last, while cruising in the river, under the command of Major Payne, that not a single gun was fired on the occasion from that vessel, at or upon any patriots or other persons who were crossing the river to either shore. When the Erie approached the patriots crossing in canoes, the latter were hailed and ordered to come to. On refusing to comply, a few guns were ordered to be fired over their heads, according to custom, when they came to and surrendered themselves. Not a shot was fired, or intended to be fired, upon them.—*Detroit Free Press, Dec. 10.*

**FROM HALIFAX.**—By the Sable, from Halifax, we have received papers to the 8th inst. The subject of the establishment of steam navigation between Halifax and England appears to have excited some interest there. It was stated that the British and American Steam Navigation Company would probably tender for the contract for conveyance of the mails, when the Government were ready to receive offers.

The Acadian Recorder states, "on good authority," that the steam ship British Queen will not be ready for sea before February next, and that the Liverpool will run regularly through the winter months.

The ship of war Hercules arrived at Halifax on the 7th, in 34 days from Barbadoes, with the 36th regiment of troops, under Col. Maxwell. Among the officers were Capts. Trollope, Nugent, Wyatt and Carmichael. There were 27 sergeants, 10 drummers, and 389 rank and file. They disembarked on the 8th. Major Cross died at Barbadoes on the 12th ult. The Hercules brought the 52d regiment from Gibraltar to Barbadoes, to relieve the 36th, and arrived there Nov. 3.—*Boston Daily Advertiser.*

**ADMIRAL BAUDIN.**—This veteran officer is as courteous as he is valiant. The American cutter Woodbury, Captain Rudolph, lay within pistol shot of the *Nereide*, the admiral's flag ship, when the attack commenced on the castle of St. Juan de Ulloa, and consequently her officers had a fine view of the action. Captain R. speaks in the highest terms of the gallantry and seamanlike manner in which the French moved their vessels towards the fortifications, and of the weight and terrible efficiency of their fire. The admiral treated Capt. R. and his officers with marked politeness, before and after the engagement. We have been permitted by Capt. R. to copy the following note, written by Admiral B. with his left hand, his right arm having been shot away during the last war. The hand writing is in the form of *backslope*, in plain and regular characters. We print it *verbatim et literaliter* from the original—and the reader will observe that it is written in pretty good English.

"Rear-admiral Charles Baudin's compliments to Capt. Rudolph and thanks for the subjoined newspapers which have been very obligingly lent by one of the officers of the Woodbury.

"The Rear-admiral informs Capt. R. that there are some appearance of a strong norther soon coming on, in which case the Woodbury would be in a bad anchorage, and he would recommend her taking shelter either near Sacrificios, or under the lee of the Green Island, the place where one of the ships and two of the brigs were at anchor this morning. There is a good holding ground.

"*NEREIDE*, Nov. 7th, 1838."

This letter is dated about twenty days before the attack. It shows the kind feelings entertained by the admiral for the ships of our countrymen, and entitles him to their gratitude and respect.—*New Orleans Bee*.

**MEXICO.**—We have been favored with a copy—which we annex—of the treaty concluded between the French admiral, commanding the squadron which bombarded and took possession of the Castle of San Juan de Ulloa, and the Mexican officer commanding the troops in the city of Vera Cruz.—*Cour.*

[TRANSLATION.]

Treaty between his Excellency Vice Admiral Chas. Baudin, and his Excellency General Don Manuel Rincon.

Article 1st. The city of Vera Cruz will retain but a garrison of one thousand men; all above that number will leave within two days, and not approach within ten leagues. General Rincon will retain his authority in the city, and binds himself in honor, that the garrison will not exceed the limited number of one thousand men, until the differences between France and Mexico have been completely adjusted.

2d. As soon as the present treaty is signed by both parties, the port of Vera Cruz will be open to all flags, and the blockade will be suspended for eight months, expecting that an amicable arrangement will take place between France and Mexico.

3d. The Commander of the city of Vera Cruz will strictly observe that no difficulty is played in the way of the French troops occupying the Fort of St. Juan de Ulloa, and providing themselves with fresh provisions from that city.

4th. Vice Admiral Baudin binds himself to cause the evacuation of the Fort of St. Juan de Ulloa by the French troops, and return it to the Government of the Republic, together with the utensils of war received, with their corresponding inventories, as soon as the actual differences with France are settled.

5th. The French citizens who, in consequence of hostilities had been obliged to leave Vera Cruz, will have full liberty to return there; their persons and property shall be respected, and any damage their property may have sustained during their absence

shall be repaired by a competent indemnification on the population and the Mexican authorities; the indemnities due the French citizens will be arranged according to the decision of the tribunals of the Republic.

The present treaty is made by duplicate, one in French for Admiral Baudin; the other in Spanish for Gen. Don Manuel Rincon, and after having been read by the contracting parties, was signed on board his Majesty's frigate *Nereide*.

C. BAUDIN,  
M. RINCON.

VERA CRUZ, Nov. 28, 1838.

The capture of the fort of *St. Juan de Ulloa*, by a small squadron of frigates, after a bombardment of a few hours only, is a very remarkable feat of arms and demonstrates great skill on the part of the French attacking force. That castle has always been reputed as very strong, and if defended with any sort of efficiency, ought, one would suppose, to have made a much better resistance. The engineering, however, of the French frigates, seems to have been admirable, and their bombs thrown, or rather, as we learn is now the case, fired *point blanc*, from large howitzers, caused terrible destruction.

Such a result, occasioned by a comparatively small force, may lead to some doubts whether it be worth while hereafter for any country to spend large sums in fortifications, which a few hours and a few ships, properly equipped and managed, may raze to the ground. Steam batteries perhaps will constitute henceforth the chief defence of sea-ports.

It will be a matter of interest to both Europe and America, to learn what disposition the French Government will make of the captured fort.

If France shall undertake to hold it permanently, or shall proceed in the career of conquest in Mexico, it will be necessary for these United States to arouse themselves somewhat, and to prepare in time for collisions, to which the presence and the conquests of a European power on this continent may too possibly lead.—*N. Y. American*.

**CAPTURE OF ST. JUAN DE ULLOA.**—A letter from an officer on board the U. S. brig *Consort*, says: "The *Consort* arrived at Vera Cruz on the 24th Nov., On making the land she fell in with the blockading squadron, and was fired on by a brig of war repeatedly, in a most wanton manner, ordered under her lee, and finally compelled to anchor before entering the port. The commander of the *Consort* had demanded an explanation of the French Admiral."

The writer, in another letter, says: "*Vera Cruz* is completely deserted by all except the military. The women and children are removed to a small town about three leagues distant. The officers and soldiers are determined to fight to the last. The churches and convents were strongly fortified, cannon being mounted on several of the cupolas."

The French Frigate *Hermione*, of 60 guns, Com. Pezoche, with a crew of 550 men, from Havana, for Brest, ran on the rocks off the west end of Bermuda islands, on Monday evening, Dec. 3d, and soon after sunk. The officers and crew landed at Ely's Harbor on the same evening, and have since been provided with accommodations on board the Royal Oak, lying at the dock yard. Several articles of rigging and some small stores have been saved.

H. B. M. ship *Malabar* sailed for England from the port of Hamilton, on the 28th November, and on the following day the British line of battle ship *Cornwallis*, bearing the flag of Vice Admiral Paget, with a squadron, consisting of the ships of war *Vesal* and *Racehorse*, and the armed brig *Ringdove*, put into the same port, on their passage to the West Indies. The armed schooner *Skipjack* sailed on the 15th ult with sealed orders.

## NOTICE TO MARINERS.

**HAMBURGH, Nov. 2.**—Notice is hereby given to masters of ships coming from the sea to Hamburg, that a post has been set up at Twielantleth, which indicates how many feet of water there are on the Blankenese sand. This place has been chosen in order that ships coming up the river, when it appears that there is not sufficient depth of water off Blankenese, may have time to cast anchor till the water have risen to a sufficient height. By the Board of Navigation,

**NEW LIGHT HOUSE.**—We feel much pleasure in giving publicity to a voluntary act of a benevolent nature on the part of the committee of the Royal Yacht Squadron, by whose direction a very brilliant light will in future be exhibited from their house at Cowes from sun-set to sun-rise during the winter months, for the benefit of navigation. The bearings by compass will be as follows:—Calshot Castle N. by E. 1-2 E., the S.W. and N.W. buoys of the Brambles in one bearing N. N. E. and the white buoy off old Castle Point E. by S. It is needless to point out the advantages that will frequently accrue from this praiseworthy act of humanity.—*London Morning Gazette.*

The following has been received at Lloyd's from the Swedish consulate, dated Stockholm, Oct. 18.

The Navy board hereby gives notice to mariners navigating the Gulf of Bothnia, that, in lieu of the low open light on Holmo Gaddler, in the North Quarken, opposite Umeo, a new light house has been erected near the old one, which is lighted with coals in covered lanterns.

The height of the tower is 50 feet above the ground, and the light is about 85 feet above the level of the sea; consequently this light ought to be visible from the deck of a merchant vessel at about three German miles distant at sea.

A light house of the same height has also been erected on the Great Jungfrau, which island is situated three miles south-east of Soderhamn, and in this the lighting is of the same description as at Holmo Gaddler.

The tower is erected due east of the Fisherman's channel on the high ridge, which is to the eastward of the island, in N. lat. 61 deg. 9 sec. 20 min., and longitude east of Ferro 35 deg. 20 sec. The distance of the light to the surface of the water is about 90 feet, and its light consequently to be seen from the deck of a vessel about three German miles distance.

Both these light houses, which are whitewashed, and therefore good beacons by day, have been lighted from the commencement of the present month, and the periods of lighting will henceforth be the same as at other light houses in this kingdom.

*To Ship Masters bound for St. Augustine.*

Depth on the bar at High Water 12 feet.

" " at Half Tide, 9 "

" " at Low Water, 6 1/2 "

Vessels coming from the northward will run down till the light house bears W. by S. keeping 3 fathoms water.

The Pilots, in good weather, board vessels outside the bar. They will be on the bar with a flag, and a waize to the right or left will indicate whether the vessel is to proceed either larboard or starboard. When the staff is erect, the vessel will bear down for the Pilot Boat.

## ORIGINAL POETRY.

## PENNSYLVANIA PRESENTING THE SWORD

TO GEN. H. BRADY.

Soldier! 'tis thy country throws

Honors o'er thy way;

Fame shall bind them on thy brows,

On this festive day.

Soldier! freemen know thy worth,  
Patriots give the sword;  
All thy future way through earth,  
Laurels shall afford.

Well we know that thy firm hand,  
Skillful it will wield;  
Thou art of that noble band,  
Freedom's living shield.

Mid the battle's roar and strife,  
Firmly didst thou stand;  
Brave! Where is now thy life?  
Where? but in thy hand.

Vital streams would freely flow  
From thy generous breast;  
Ere thou wouldst permit the foe  
Rights from us to wrest.

Brave man! 'tis thy native State  
Hands thee now the sword;  
Freedom's pledge inviolate,  
Liberty secured.

## ANNIVERSARY OF THE BATTLE OF THE OKEE-CHO-BEE.

DEC. 25TH, 1837.

## OR THE DEATH OF THOMPSON.

Hark! to the clarion's voice!

'The war-trump calls "to arms!"

Duty compels—a soldier's choice

Must be 'midst war's alarms.

There, at the battle cry,

Fearless and firm he stands;

Brightly his "war sword" gleams on high,

Prompt his commands:—

"Soldiers! the foe advances,

Wily—but fierce he comes,

Mark! where his rifle glances,

Aim for his secret home.

Soldiers! remember well

The name ye proudly bear;

Let this day's action tell

What kind of men ye are.

Be firm! let not a heart

Fail in the trying hour—

Heav'n will its aid impart;

Trust in its power.

But should that Wil decree

That some should fall,

May we, from duty free,

Be saved all!

On, men! the strife's began,

Hark! to the word—

'Charge! ye 'the hammock,' then

Mark ye this sword."

Loud yelled the savage host—

Quick sped their ball—

But was the battle lost,

Though many fall?

No! though our valiant chief

Twice felt their blow,

Yet asked he no "relief"—

Calm was his brow.

Sad tidings shall be borne

To loved ones, far away,

Left desolate, to mourn

The victory gained this day.

Wife, mother, sister dear,

And friend betrothed, shall grieve,

Through life's path, and and drear,

Of hope and joy bereaved.

Fierce grew the strife of men

In the dread fray—

Dark was that savage den—

Hidden "the way;"

Mark ye that cypress tall,

Cover'd with moss?

Thence comes the deadly ball—

Men know their loss.

Ah! see that noble form

Prostrate and low!

Comrades! amidst the storm,

Where are ye now?

Leader and friend, farewell—

Thine was a soldier's fall—

Their sighs shall be thy parting knell,

Their tears thy funeral pall.

MARY W. T.—.

WASHINGTON CITY, Dec. 25, 1838.

WASHINGTON CITY;  
THURSDAY, ..... JANUARY 3, 1839.

AN ACCOUNT OF THE EXPERIMENTS MADE IN THE FRENCH NAVY, FOR THE TRIAL OF BOMB CANNON, ETC., by H. J. PAIXHANS, Lt. Col. of Artillery: Translated from the French, by John A. DAHLGREN, Lieut. U. S. Navy: Philadelphia, 1838:—A small and unpretending pamphlet of about 90 pages, bearing the above title, has been for some days upon our table, and would have been noticed last week, but for other engagements which did not allow us leisure to peruse it. In the meanwhile we have received from a correspondent a more extended and better notice than we could possibly have prepared. We return our thanks to our correspondent for his timely review, and should be pleased to have a continuance of his favors.

It is always gratifying to see our officers improving time to their own professional advantage; and, when occasions offer, giving the result of their labors for the benefit of their professional brethren.

The small work of Col. PAIXHANS, of which Mr. DAHLGREN has given us a translation, was introduced to the notice of the readers of the Army and Navy Chronicle, in a communication which may be found on reference to the number for March 12, 1835, being No. 11 of vol. 1. This article attracted little or no comment at the time; but it would seem that the French have not been blind to the advantage of this new weapon, by introducing it into their own navy. The bombardment of the castle of St. Juan de Ulloa has tested the efficacy of the bomb cannon, and it will hereafter form a part of the battery of every large vessel of war of all nations. It was said that our steam ship *Fulton* was to be armed with four guns of this description, but we believe only one was put on board of her.

Our Government must perceive the importance of granting to our officers the opportunity of becoming practically acquainted with the use of this gun, by a series of experiments; it possesses as great a superiority over the solid shot and mortar, as fire arms do over the bow and arrow, or the spear and sword of ancient times.

Lieut. DAHLGREN, the translator of the pamphlet before us, is an intelligent, accomplished, and unassuming officer of our navy; he has been for some years an assistant to Mr. HASSLER on the Coast Survey; but being afflicted with weak eyes, he was compelled to relinquish this honorable duty, and lately took a voyage to France with a view of obtaining the advice of the medical faculty of Paris. We add our wishes to those of our correspondent, that Lieut. D. may be effectually restored to health, and find leisure as well as inclination to undertake the translation of Col. Paixhans' large work.

[The foregoing was prepared for last week's paper, but unavoidably deferred.]

Captain ALEXANDER CLAXTON was appointed on the 27th ult., to the command of the U. S. squadron in the Pacific ocean. The frigate *Constitution*, now fitting at Norfolk, is designated as the flag-ship.

We understand that the frigate *Brandywine* will be sent to the Mediterranean, in lieu of the *Constitution*, at first intended; and that Captain W. COMPTON BOLTON, who prefers the Mediterranean station, will take the command of the *Brandywine*.

"FRONTIER SKETCHES," 8TH INFANTRY.  
MADISON BARRACKS, N.Y., Dec. 28, 1838.

To the Editor of the Army and Navy Chronicle:

It is observed, with unfeigned regret, that you have republished, for several weeks past, a series of letters from the "Baltimore Chronicle," entitled "*Frontier Sketches*," which have been ascribed—I fear with too much justice—to an officer. It was not intended to have noticed the silly balderdash of these "sketches," under the hope that the writer would soon exhaust his little stock of flippant ideas, and, as a matter of course, that his pen would stop. Although expectation has not been disappointed as to the former, it is altogether so in regard to the latter. The mill still runs, notwithstanding there is neither grist nor water.

"Time was, when the brains were out the man would die."

You, and more especially the editor of the Baltimore Chronicle, are therefore implored, if you have any regard for the decencies of the service, to cease publishing these "sketches." Apart from the fact that the writer describes scenes, of none of which he was a witness, they contain a tisme of blunders, absurdities, and misstatements, which would cause Baron Munchausen himself to blush.

The gross indelicacy and loathing adulation exhibited in "*Frontier Sketches*," No. 6, republished in the Army and Navy Chronicle of the 20th inst., renders it incumbent that some notice should be taken of the thing, which is done with a feeling almost amounting to disgust. This production is regarded by the officers the regiment present, and those serving with it, with the deepest humiliation and most profound contempt; by none with more indignation than its chief, as a scandal upon the whole corps—himself in particular. If the writer be, as is apprehended, an officer, he is commended to be wary of his *incognito*; and besought, if such free indulgence of the "cacoeses scribendi" is indispensable to his happiness, to be content with making himself ridiculous—confine himself to proclaiming, in wretched poetry, the beauty of the "maid of the thousand bright isles"—and not inflict upon others, especially his corps, the satire his sapient productions are sure (and justly) to elicit from the whole service; whose charity is invoked in reference to an article which has neither the quality of decency, sense, or truth, to season it to the palate of the

8TH REGIMENT.

\* See Sacket's Harbor Journal, Dec. 26.

Correspondence of the Army and Navy Chronicle.  
"PILATKA, E.F. Dec. 17, 1838.—There is nothing like news in this quarter. Major CHURCHILL is now building a fort near Payne's Landing, with four companies of the 3d artillery and one of dragoons. After

finishing it, he intends to cut a road from it across to Lake George. The country through which he is to pass has never been explored, and it is thought to be a strong hold of the Indians. Indeed he has met with frequent signs already."

#### ARRIVALS AT WASHINGTON.

Dec. 27—Capt. J. A. d'Laugel, Ordnance, 6 Buildings.  
Paymaster D. Randall, H. K. Randall's.  
Capt. R. B. Scriven, 8th Infy.  
Lt. Col. N. S. Clarke, 8th Infy., Gadsby's.  
Lt. S. H. Campbell, Engineers, Fuller's.  
Major H. Wilson, 3d Infy., do  
Lieut. M. C. Meigs, Engineers, Keller's.  
31—Capt. J. G. Barnard, do Gadsby's.

#### LETTERS ADVERTISED.

WASHINGTON, Jan. 1, 1839.

ARMY—Captain Augustus, [Gustavus] S. Drake, 3d.  
Dr. Joseph Eaton, Lieut. A. B. Eaton, 4. Lieut. A. H. Gordon, Lieut. J. P. Harrison, 3. Lieut. J. E. Johnston, Lieut. F. B. Linnard, Lieut. J. B. Magruder, 2. Lieut. W. [W.] Mackall, 2. Captain C. A. Ogden, Captain John Page, Captain D. Perkins, Gen. W. Scott, Capt. I. P. Simonton.

NAVY—Comm'r. W. J. Belt, Purser J. A. Bates, Commodore J. Biddle, Mid. C. E. Fleming, 2. Lieut. J. Glynn, Lieut. Alex. Gibson, Lieut. Stephen Johnston, B. J. Moeller, Lieut. Cicero Price, Passed Mid. W. S. Riggold, Purser N. Wilson, Purser D. Walker, P. Mid. W. B. Whiting.

MARINE CORPS—Lieut. F. C. Hall.

REVENUE CUTTER SERVICE—Capt. E. Jones, 2. Lt. John C. Jones.

UNPAID LETTER REFUSED—Prairie du Chien, Dec. 10.

#### PASSENGERS.

NEW YORK, Dec. 24, per steamboat New York, from Charleston, Capt. R. B. Scriven, of the army. Dec. 26, per ship Nashville, from New Orleans, Major H. Wilson, of the army.

BALTIMORE, Dec. 29, per barque Serene, for Rio Janeiro, Capt. Charles Boardman, to take the command of the U. S. ship Fairfield; Lieuts. F. Chatard, E. L. Handy, and T. R. Rouse; Mid. Fenwick Stearns; Capt's Clerk, Alexander H. King.

CHARLESTON, Dec. 24, per brig Howell, from Havana, A. F. V. Gray, of the navy.

SAVANNAH, Dec. 24, per steamboat Anson, from Black creek. Major J. S. Lytle, of the army.

ST. AUGUSTINE, Dec. 9, per steamboat Charleston, from Charleston, via Savannah and Black creek. Col. C. Andrews, lady and son, Lieut. M. S. Howe, Major E. Van Ness, U. S. A.; Capt. R. Voorhees, U. S. N.

NEW ORLEANS, Dec. 3, per ship Madison, 9 days from Norfolk, Lieuts. L. S. Craig, T. B. Glen, and D. T. Chandler, of the 3d; R. E. Cochrane of the 4th; and C. Hanson, of the 7th Infy., U. S. A.

#### COMMUNICATIONS.

##### NAVAL LYCEUM, NEW YORK.

Whilst recently at New York, I had occasion to make several visits to the navy yard at Brooklyn. Through the politeness of the commodore, I had an opportunity to examine the rooms attached to the Naval Lyceum, and although my mind was prepared for something neat and tasteful, I had formed no adequate conception of the extent or beauty of their collection. Handsome cabinets of shells and minerals, elegantly arranged; many rare birds, in a perfect state of preservation, with a large and valuable collection of natural and artificial curiosities from every quarter of the globe, are among the first objects, on entering, which salute the eye. The walls are adorned with choice paintings; among them are portraits of distinguished Americans, from the pencils of eminent artists. There are to be seen beautiful models of ships, neatly arranged, displaying select specimens of naval architecture. There is also a valuable and extensive library, embracing the choicest works, literary and scientific. The reading table is well supplied with interesting periodicals, foreign and domes-

tic, as well as daily newspapers. Boxes arranged for the reception of letters directed to the various naval stations, affording to the friends of those abroad the greatest facility and speediest mode of conveyance. In short, I know not a place where the man of leisure and research could pass an hour or two, daily, with more pleasure and profit than within the apartments of the Naval Lyceum. When we take into consideration that this institution was formed so late as 1833, and has already attained its high standing among the scientific institutions of our country, we cannot withhold our tribute of praise from those few officers, under whose auspices it took its rise, and to whose persevering labor it is indebted for its present elevation. The institution in its object is highly honorable to its founders, patrons, and the country; and is well worthy, not only the patronage of the Government, but the cheerful co-operation of every naval officer who may be desirous to see the service advancing in either professional or general knowledge.

I visited also the receiving ship. If I was pleased at the Lyceum, I was gratified here; her cleanliness, order, and discipline, may sometimes perhaps be equalled, but never surpassed. The neat, orderly, and cheerful appearance of the naval apprentices was admirable. Here, under the supervision of the worthy and indefatigable commander of the Hudson, these boys are taught and exercised in all that is necessary to constitute smart, intelligent warrant, as well as petty, officers and seamen for the navy. To this service, in a few years, we shall look for our most able, patriotic, and efficient men, in the grades already named. I was particularly pleased with a boat's crew composed of these youth; the dexterity with which they handled their oars and boat-hooks, in coming alongside, and shoving off, in a strong tide, connected with the beauty and regularity of their stroke, bespoke them proficient in boat duty already.

All that the establishment at Brooklyn requires is a DRY DOCK, which it is to be hoped will no longer be denied that important station.

In taking leave of the subject I will add that the "tout ensemble" of the establishment reflects credit on the commodore and those under his command, as officers; and that the urbanity of his manner will never fail to elicit the respect and esteem of gentlemen who may have intercourse with him.

#### AN ITINERANT.

##### THE OHIO AND HER ACCOMMODATIONS.

MR. EDITOR: As there has been considerable discussion in the public prints relative to the accommodation of the officers on board of the United States ship Ohio, I would ask your indulgence of the admission of the following remarks in the Army and Navy Chronicle.

I do not believe that any of the officers of the Ohio doubted the right (under the present regulations) of Com. Hull possessing the cabin of the spar deck, and Capt. Smith that of the one on the upper gun-deck; but calculated, in case there was no one to occupy these cabins but themselves, rather than force them (the lieutenants) to occupy so unpleasant sleeping apartments as they now do, that they would occupy one cabin, leaving the other for the lieutenants and other officers of the mess. But after all, this would be but an act of courtesy, and such should not be the case; the apartments of all the officers of the different classes of vessels should be fixed by law, and not by regulations, subject to the whims of the higher officers of the service, to suit their fanciful ideas; and in forming a Board to draw up this code, let one be taken from each respective grade. I would ask, why should the commodore and captain be entitled to the most comfortable and agreeable apartments in the ship, to the exclusion of the other officers of the ship? Any person who saw the cabin on the spar deck of the Ohio, would say it was suf-

cient for the accommodation of two persons. Your correspondent, Preble, and others, seem to have the idea that it adds to the dignity of those officers to occupy separate cabins; and so to add to the *dignity of two the comfort of twenty* is not to be considered. Such, however, is not the case in the English service, where aristocratical ideas are carried to the fullest extent. In that service the admiral and his captain occupy the same cabin, and the commander is accommodated with the lieutenants, who occupy the cabin on the upper gun-deck; and surely under these circumstances it would not be considered beneath the dignity of a commodore and a captain in the service of a republic to be accommodated in the same manner. In the Delaware, when Com. Patterson was on board, and had his family with him, not one of the lieutenants slept on the orlop deck, although the captain (Nicolson) occupied a separate cabin; the arrangement was this: forward of his cabin, on the upper gun-deck were six state rooms; these were occupied by the six senior lieutenants, the mess room of what are termed the ward-room officers was on the lower gun-deck, containing state rooms sufficient for the other lieutenants and some of the other officers; the remainder slept on the orlop; by this means, it will be perceived, but few of the officers had their sleeping apartments on the latter deck.

As just as I consider the complaints of the sea officers of the Ohio were, yet they and others of the same rank are not entirely exempt from selfish claims; and it is in this they (the lieutenants) advocate their right to the first choice of sleeping apartments over those that are called the idlers; that is, those who do not keep a watch; in opposition to this, I will only advance one reason, (though there might be many,) and it is this: their (the lieutenants) choice is progressive, as a lieutenant in one cruise may be the junior, in the next the third, in the next the senior lieutenant, so their accommodations improve as they advance in rank. Not so with the idlers, theirs is permanent; when once their apartments are decided on, they or others of the same rank are always to occupy the same room. Besides, young lieutenants just from the steerage are better capable of accommodating themselves to the inconvenience of rooms possessing less comfort, than others can. I have often sympathized with the chaplains, when I have heard them give a description of their rooms on board of a frigate. It is the after state room; the bulk head does not go entirely up to the deck, but there is space left for the circle (on which the tiller moves) to go directly over his head; and thus he not only enjoys the music of the tiller, but is in danger of having his brains knocked out; whereas, if this room was occupied by one who has just undergone the comforts of a steerage, he would not mind them; for as he turns on his bed and blesses the tiller, he can exclaim, "thank my stars, this is not always to be my lot." Not so with the chaplain; he has no such happy consolation. With all due deference, I would suggest the following manner in which the choice of rooms should be made, viz: No. 1, the 1st lieutenant; No. 2, the master; No. 3, the 2d lieutenant; No. 4, the purser; No. 5, the surgeon; No. 6, the senior marine officer; No. 7, the chaplain; then the other lieutenants; then the commodore's secretary, the second marine officer, and the second master. On board of frigates there should be four state rooms in the cock-pit for the accommodation of the two last named officers, and the two assistant surgeons; and the two last should mess in the ward-room.

AMICUS.

#### THE LATE CAPTAIN W. ALEXANDER, U.S.A.

At a meeting of the officers of the United States army at Fort Winnebago, W. T., it was

*Resolved*, That we sincerely regret to hear of the death of Captain WILLIAM ALEXANDER, of the 5th re-

giment of United States Infantry, whose qualities, as an officer and a gentleman, entitled him to our respect.

*Resolved*, That we sincerely condole with his friends in the loss they have sustained by his decease.

*Resolved*, That in respect for the memory of a worthy friend and gallant officer, we will wear the usual badge of mourning for thirty days.

*Resolved*, That the commanding officer of this post be requested to furnish the family of the deceased with a copy of these resolutions.

*Resolved*, That the above resolutions be published in the Army and Navy Chronicle, and the Louisville Journal.

W. V. CORBS, Major 5th Infy.

G. LOW, Capt. 5th Infy.

J. LYNDE, 1st Lt. 5th Infy.

R. B. MARCY, 1st Lt. 5th Infy.

C. L. STEVENSON, 2d Lt. 5th Infy.

N. B. ROSSELL, 2d Lt. 5th Infy.

L. FOOT, Surgeon U. S. A.

#### DOMESTIC INTELLIGENCE.

ST. AUGUSTINE, Dec. 8.—Col. Cross, Assistant Quartermaster General, has been in town on an inspection of his Department. He left yesterday for Fort Heileman.

Capt. FULTON's company, 2d Dragoons, returned from an examination of the country south. No fresh trails.

Captain C. A. Waite, A. Q. M., and lady, left yesterday for the northern frontier. We take leave of them with regret, and trust, that should we again meet, it may be under circumstances more favorable to the interchanges of social life, than amid the bustle incident to his important duties, in a country the theatre of war. Among the very many whom this war has brought among us, none have left with the higher and proud stand, of having performed duty in justice, with both the bearing of an officer and gentleman, than Capt. WAITE.—*News*.

To Captain Harvey Brown, Lieut. Phelps, and Dr. De Leon, U. S. Army, at Fort New Smyrna.

The undersigned, in behalf of himself and crew, as well as representing the interest of the steamer John McLean, begs leave thus publicly to return you his warmest thanks for your faithful and untiring co-operation, together with the Company, during the wrecking of the boat, late under his command.

He cannot suffer this opportunity to pass without thus publicly bearing testimony to the kind and disinterested aid thus afforded him, as well as active exertion employed in saving such portions of his apparel and furniture which circumstances would admit. Wishing you, gentlemen, every comfort and happiness, and a speedy relief from active operations in Florida, by a successful termination of the war, I subscribe myself,

Your most obedient servant,

A. L. ADAMS.

ST. AUGUSTINE, E. F., Dec. 1, 1838.

From the St. Augustine News, Dec. 15.

RUMOR FROM TAMPA BAY.—We are informed by a gentleman from Jacksonville, that he learned of the guide Tomoka John, who had just returned from Tampa Bay, that there were 130 Indians in at that place; 13 of them warriors, the balance women and children.

That Sam Jones, with 70 warriors was at the Okeechobee.

And that 240 Indians were concentrated in that direction, but more to the eastward of the Peninsula.

ARMY INTELLIGENCE.—Major ASHBY, 2d dragoons with Capt. FULTON's company, and Lieut. MAY's command, left yesterday for an examination of the country south. Major ASHBY is charged with the cutting of a road from Fort New Smyrna to Lake Monroe.

**TALLAHASSEE, Dec. 8.**—On Saturday last, the U. S. transport *Columbia* arrived at St. Marks from New Orleans, with a detachment of fifty-six recruits from Jefferson Barracks, Missouri, for the 6th infantry, now operating in Middle Florida. Officers, Thomas L. Alexander, Capt. commanding; Lieut. Thomas Hendrickson, A. A. Commissary; Asst. Surgeon Josiah Simpson. We learn the detachment is ordered to Fort Frank Brooke, at Dead-man's Bay, and left yesterday in the steamer *Iard*.

The sixth is more in want of recruits than any other regiment in Florida. For the last year its duty has been most arduous; at the battle of Okechobee, last winter, the regiment lost a number of men and several valuable officers; and the last summer campaign against the Creeks has contributed much to lessen the number fit for duty. The sixth has received but few recruits during the past year, and several of the companies have scarcely half their complement of men.—*Floridian*.

#### From the New Orleans Bee, Dec. 15.

On Thursday evening Major General Gaines of the United States army, gave a splendid dinner party in honor of the officers of the French ship *Meteor*, now in port.

There were present the commodore and officers of the ship, the French Consul, Captain Rousseau of United States Navy, Major Church, Captain Grayson, Lieutenant Reynolds, Doctors Hawkins and Ruff of the United States army, Gen. Planché and staff of the Louisiana legion, Capt. Wilkinson and Lieut. Labat of the Grenadiers, Col. Milton, Dr. Smith, Messrs. Norris, Savage, and other friends.

Among the sentiments received and responded to with great cordiality, were—"The President of the U. States;" "His Majesty Louis Philippe;" "The Governor of the State of Louisiana;" "The Queen Victoria;" "La belle France, our ancient ally, in times that tried men's souls;" "The Prince de Joinville;" "The Memories of Lafayette, De Kalb, Kosciuszko, Rochambeau, and the other foreigners, who generously fought for the liberties of our country;" and others that had a complimentary reference to the distinguished host and some of the guests; with one from the French Consul and Commodore, highly gratifying to every American. The evening was pleasantly terminated by the toast of "Our present and absent friends, God bless them," given by the venerable gentleman who had treated his company with such marked hospitality.

#### BY THE SOUTHERN EXPRESS MAIL.

A slip from the New Orleans Courier of the 17th of December states that the barque *Magnolia* arrived on that morning from Barbadoes, brings information that on the 27th November, a British frigate, and two sloops of war, touched at that place, on their way from England to Vera Cruz, and they would, it was said, be followed by seven other men of war from England, which, with three frigates from Halifax station, and two already in the Gulf, would augment the English fleet to fifteen sail on the coast of Mexico.

The object of this parade of British power in this quarter, is yet only matter of conjecture. The course pursued by the French, as regards Mexico, and explanations which will no doubt take place between the Governments of France and England, will probably determine whether these fleets are intended for any thing more than a simple demonstration.

The New Orleans Courier also states that the U. S. ship *Boston* arrived at Havana on the 3d instant, from a long and severe cruise on the coast of Florida and the Gulf. She put in for water, and is bound out immediately on a cruise against the Indians, and to protect and relieve vessels in distress on the coast of Florida. Officers and crew all well.

#### Correspondence of the Chicago Democrat.

**ST. LOUIS, Sept. 22, 1833.**—Lieut. Sprague, of the Army, whom I met in Chicago, left St. Louis a few days since, to pay the Indian annuities upon the western frontier. The task is a responsible one, and Government could not have confided it to a more vigilant and industrious officer. These annuities are, unquestionably, the great cause of keeping in check the restive spirits of fifty thousand warriors who are located immediately on the border of our settlements from one extremity to the other, and the greatest judgment and discretion should be exercised in all our operations with them. Unless the Government keeps a strong force in that quarter, the tomahawk and scalping knife will, before many years, be reeking with the blood of our citizens, and the fair and cultivated fields, where now reigns prosperity and contentment, will be the grave yard of the innocent and unprotected.

**GEN. JESUP.**—The Louisville Journal contains the annexed letter from Gen. JESUP, which we copy with sincere pleasure:

To the Editors of the Louisville Journal.

LOUISVILLE, Dec. 20, 1838.

**SIR:** I have this moment been informed that a story is going the rounds of the newspapers, on the authority of a correspondent of the New York American, that "I am not exactly in a position to make a satisfactory report of my disbursements." I owe it to myself to say that the statement is utterly false. I have accounted for every cent of public money that ever came into my hands, as my accounts at the Treasury will show.

Editors who have published the statement referred to are requested to insert this article.

THOS. S. JESUP,

Maj. Gen. and Qr. Master Gen. of the Army.

**DUEL.**—A duel occurred at Louisville a few days since, between Lieut. S. T. Tibbatts, of the army, and a Mr. Evans, a merchant of that place, which fortunately resulted without bloodshed. A single shot was exchanged when the difficulty was adjusted by the interference of their friends.

**NORFOLK, Dec. 24.**—Among the passengers in the steamboat *Columbia*, from Washington, arrived yesterday, were Com. SHUBRICK, U. S. navy, recently appointed to the command of the West India squadron, and Com. KENNEDY.

A detachment of U. S. marines, under the command of Lieut. Brooke, for the frigate *Macedonian*, came down in the *Columbia* yesterday.—*Beacon*.

**INDIAN MORTALITY.**—Dr. Butler, one of the physicians of the emigrating Cherokees, computes that 2,000 out of 16,000, or one-eighth of the whole number, have died since they left their houses, and began to encamp for emigration in June last.—*New Orleans Bee*.

The Legislature of Missouri appears to be engaged in the discussion of the proper method to punish Col. Z. TAYLOR, of the U. S. army, for his report of an engagement in Florida, in which he reflected upon the conduct of the Missouri volunteers. Col. T. enjoys a high reputation in the army, as a distinguished soldier, and a man of the nicest sense of honor; and if he did injustice to that portion of his command, we are persuaded it was entirely unintentional. Politicians should reflect well before they attempt to drag officers of the army before courts martial, for alleged inaccuracies in official reports. Let the fear of political partisans become a inmate of the breasts of the officers of the American army, and that army, instead of being the pride and defence of the country, will become its curse.—*Mobile Chronicle, Dec. 12.*

**ALBANY MILITARY ASSOCIATION.**—The following gentlemen have been elected officers of the association for the ensuing year:

*President*—Colonel John B. Van Schaick.  
*1st Vice President*—Col. P. Relyea, Jr.  
*2d Vice President*—Colonel Robert H. Pruyn.  
*Secretary*—Lt. Col. Jesse Buel, Jr.  
*Judge Advocate*—Major S. Van Vechten.  
*Treasurer*—Capt. B. P. Watrous.  
*Auditor*—Lt. Col. Magowan.  
*Adjutant*—Capt. T. J. Crew.

**MILITARY STATE CONVENTION.**—A State Military Convention, held at Herkimer, pursuant to public notice, on the 20th Dec., 1838, was organized by electing Major Gen. SAMUEL COMSTOCK, of the 13th Division, President; Col. P. H. FONDA, of the 11th Brigade, Vice President, and Col. E. B. ARMSTRONG, of the Artillery, and Major JOHN C. UNDERWOOD, of the 21st Brigade, Secretaries.

On motion of Major Zenas C. Priest, a Committee of five was appointed by the Chair to present resolutions, to the consideration of the Convention.

The Chair appointed

Brig. Gen. Charles N. Griffin, of the 13th Brigade.	
Major Zenas C. Priest,	21st do.
" John C. Underwood,	21st do.
" Winfield S. Sherwood,	6th do.
" Andrew Loper,	13th do.

The Committee presented the following resolutions, which, after being discussed, were unanimously adopted by the Convention:—

Whereas the Constitution of the United States declares that Congress shall have the power of organizing, arming and disciplining the militia of the United States; and whereas it appears by the preamble to the Constitution that a leading object in adopting said Constitution, was "to provide for the common defence"—Therefore,

*Resolved*, That it is the sense of this Convention that Congress not only has the right, but that it is its imperative duty, to reorganize our present Militia System.

*Resolved*, That instead of any increase of our standing army, the citizen soldiers ought to be, by the properly constituted authorities, prepared to repel invasions, suppress insurrections, and support the laws of their country.

*Resolved*, That Congress ought immediately to institute a system of instruction for the officers of the militia.

*Resolved*, That we strongly recommend the holding of a future National Military Convention in the city of New York.

*Resolved*, That the present Militia System is extremely defective, and unjustifiably unequal, oppressive, and burdensome in its requisitions, as the expenses of time and money under it fall principally upon the younger and poorer portions of our citizens.

*Resolved*, That, in our judgment, no person under the age of 21 years, should be compelled to do military duty in time of peace; and that those who are compelled to perform such duty should be paid a reasonable compensation for their services.

*Resolved*, That when this Convention adjourn, it will adjourn to meet at the Capitol, in Albany, on Tuesday, the 15th of January next, at 4 o'clock, P.M.

*Resolved*, That we earnestly request the attendance of all General officers of the militia of this State, of one or more delegates from each regiment; and of all other persons who desire improvement in our present Militia System.

*Resolved*, That the proceedings of this Convention be signed by its officers, and forthwith published in the Albany Daily Advertiser, Evening Journal, and Argus, and in all other papers in the State friendly to the objects of this Convention.

SAMUEL COMSTOCK, *President*.  
 P. H. FONDA, *Vice President*.

E. B. ARMSTRONG, } *Secretaries*.  
 J. C. UNDERWOOD, }

We are gratified to learn that the revenue cutter Gallatin, under the command of Lieut. Josiah Murch, has been ordered to cruise off the mouth of the Delaware during the coming winter, to provide vessels in distress with men and provisions. She was to sail from New Castle, on the first cruise, yesterday.—*Pennsylvania*.

The remains of the venerable MARTHA WASHINGTON have been placed by her relatives in a Marble Sarcophagus, similar in all respects (save the decorations) to the one that contains the ashes of the Chief. The Sarcophagus is of white native marble, and executed by Mr. Struthers in his best style. Upon the lid is inscribed—

MARTHA,

THE CONSORT OF WASHINGTON.

*Ætatis 71.*

It is proposed, early in the spring, to erect two crypts or cells, one on each side of the entrance to the Family Vault, to receive the Sarcophagi, the covering to be of zinc or copper—the present vault of arched brick work, from excessive damp, being extremely unfavorable for the preservation of the remains.—*Alexandria Gazette*.

#### OFFICIAL.

*From the Globe of Dec. 26.*

#### FROM THE FRONTIER.

We publish an extract from a letter received at the War Department from Major Gen. SCOTT, in relation to the recent painful affair opposite Detroit:

"HEAD QUARTERS EASTERN DIVISION,

"Cleveland, Ohio, Dec. 16, 1838.

"I was forced by the ice to turn back, and to land at Huron, the 7th instant; reached Detroit the night of the 8th, (140 miles,) and came here this morning (2nd miles) in thirty-eight hours.

"Brigadier General Brady's report to the Adjutant General, of the 6th, will have informed you of the events which occurred at and opposite to Detroit two days before. The general results seem to have been that of the two hundred and odd 'patriots' who last crossed (the 4th) into the opposite province, thirty-seven were killed on the spot, and forty-eight have been made prisoners. A greater number escaped back to our shore, and a few wanderers remain to be picked up. It is known that the fugitives from the combat suffered much from cold and hunger, and that some of the prisoners are badly frost-bitten—the inhabitants refusing to give either shelter or food.

"A small detachment of militia alone met and dispersed the invaders, with the loss of but a few individuals.

"It may seem strange that this new outrage should have been committed near the United States authorities, both civil and military, without the previous knowledge of either. I am, however, perfectly satisfied that the United States have not two more vigilant and determined commanders than Brigadier General Brady and Major Payne. As soon as the alarm was given, they, their officers and men, flew to the spot, and exerted themselves to the utmost. The collector also did his duty, and the district attorney has been active in causing the principal offenders, who escaped to our shore, to be arrested.

*From the same paper.*

At the request of Commodore ELLIOTT, the following letters and extract from the instructions to Commodore PATTERSON are published by authority of the Navy Department:

*From J. K. Paulling to Commodore Elliott.*

NAVY DEPARTMENT, Nov. 15, 1838.

SIR: I have to request that you will point out to the Department the order of Government which di-



rects the commanders of squadrons or ships to import jackasses or any other animals.

I am very respectfully,

J. K. PAULDING.

Com. J. D. ELLIOTT,

U. S. Navy, Carlisle, Penn.

From Com. Elliott to the Secretary of the Navy.

CARLISLE, Nov. 27, 1838.

SIR: I have the honor to acknowledge the receipt of your letter of the 15th inst. requesting me to point out to the Department the order of the Government which directs the commanders of squadrons or ships to import jackasses, or any other animals.

It may have escaped the notice of the Department that, by its orders, emanating from the Honorable S. L. Southard to Commodore Crane, one of my predecessors in the command of the Mediterranean squadron, and which orders were handed down to his successors in the same command, it was stated to him that it would probably be in his power to subserve the agricultural interests of the nation by procuring information respecting valuable animals, seeds and plants, and importing such as he could conveniently, without inattention to his more appropriate duties or expense to the Government. Extracts from these instructions were delivered to me by my immediate predecessor, as I had the honor to advise you on my return, in a letter dated the 31st July last, and have served as the rule of my conduct, as they have of my predecessors, in their importation of the animals, seeds, plants, and curiosities, from time to time brought to the United States in the different public vessels constituting a part of their and my command.

Absence from home has prevented an earlier reply to your letter.

I have the honor to be, respectfully, sir, your obedient servant,

J. D. ELLIOTT.

Hon. J. K. PAULDING,

Secretary of the Navy.

Extract of a letter from Commodore Elliott to the Secretary of the Navy.

"U. S. SHIP CONSTITUTION,

Hampton Roads, July 31, 1838.

"I enclose for your inspection a copy of the general instructions handed me by my predecessor, and subsequently received from your own Department, suggesting, at the same time, the utility of withdrawing a portion of the earlier dates as being inapplicable and obsolete, and also of condensing others to a more laconic form."

Extract from the Hon. S. L. Southard to Com. Crane.

"It will probably be in your power while protecting the commercial to add something to the agricultural interests of the nation, by procuring information respecting valuable animals, seeds and plants, and importing such as you can conveniently, without inattention to your more appropriate duties or expense to the Government. There are many agricultural, botanical, and scientific institutions to which your collections might be profitably entrusted, and by which, whatever you procure, will be used to the most extensive advantage to the country. Among them is the Columbian Institute of this city."

A true copy from that furnished me:

DANIEL T. PATTERSON.

The United States revenue cutter Hamilton, it will be remembered, was some time since despatched from Boston in search of the steam ship Liverpool. Having touched at Halifax during her cruise, a very gratifying interchange of civilities appears to have taken place between the citizens of that place and the officers of the cutter. Such occurrences as these are truly refreshing, in contrast with the wanton and criminal violations of good neighborhood on the part of some of our citizens on the Canadian frontier, and show a commendable good feeling and sense of jus-

tice in our provincial neighbors towards our nation, notwithstanding the cruel and unprovoked aggressions made upon their soil, their peace, and their lives, by a few desperate and unprincipled men, unworthy the name and privileges of American citizens. It is melancholy to reflect how often ignorance of each other, and the falsehoods and misrepresentations of artful and designing men,

"Make enemies of nations, who had else

"Like kindred drops been melted into one!"

—New York Com. Adm.

From the Halifax Nova Scotian Dec. 12.

We have great pleasure in giving insertion to the following card from Lieut. Stoddard and the officers of the revenue cutter Hamilton, and we embrace this opportunity to return the thanks of the people of Halifax to those gentlemen, for the urbanity and kindness with which all classes of the community were welcomed on board the Hamilton, during her stay in this port.

"The officers of the United States revenue cutter Hamilton tender their sincere thanks to the inhabitants of Halifax, for the kindness with which they were welcomed on their arrival for the first time in this harbor, and for the marked attention they have received during their stay; and exceedingly regret that circumstances have been such as to render it impossible for them to accept of the many polite invitations they have received; but trust the time is not far distant when they will be enabled to show their gratitude for past favors in something superior to mere words.

"THOMAS STODDARD,

Lieut. Commanding.

"JOHN L. PROUTY,

"WM. BROADHEAD."

LATEST FROM THE PACIFIC.—Letters from Mexico to the 22d November, were received in the city yesterday, giving further particulars of the late destructive hurricane at Mazatlan, and fully confirming the distressing accounts received via Vera Cruz. Much anxiety and fears for the safety of the U. S. ship Lexington, had existed during the hurricane, that vessel being known to be off the coast with a large quantity of specie on board, last from Guaymas; these apprehensions were however happily dispelled on the morning of the 3d Nov., when the Lexington hove in sight, all well; and reported having, during the period of the hurricane raging at Mazatlan, experienced a comparative calm, although within 40 miles of that port.—N. Y. Cour. & Eng.

GEN. SCOTT AT DETROIT.—The Detroit Advertiser of the 18th ult. says: Last Wednesday afternoon, Gen. Scott addressed quite a numerous assemblage of our fellow citizens on the duties of the American people in the existing crisis. We were pleased to notice among the audience numerous individuals, who have espoused the patriot cause with much zeal; and still more gratifying was it to hear them express their unqualified admiration of the General's undeniable and truly American views. They were decided, but conciliatory; calculated to increase the love and veneration we all feel for the constitution and laws.

## TEXAS.

From the Galesston Gazette.

Mr. Williams, our Navy Agent in the U. S., has contracted with Frederick Dawson, Esq., of Baltimore, for one ship of 500 tons, carrying 18 guns, two brigs of 300 tons, and carrying 12 guns each; and three armed schooners, for the navy. They are all to be delivered at Galveston, furnished with provisions, munitions, &c., for a four months' cruise, at a cost of \$280,000. Mr. Dawson is one of the partners of an extensive English house, and these vessels are to come from England.

The steamboat Motto left New Orleans on the 20th

inst. and on the morning of the 24th, when within about 30 miles of this place, burst her boilers, killing immediately four out of the nineteen persons on board. The other fifteen, including the captain, who was badly injured, succeeded in getting on board the yawl. One person died of his wounds between the wreck and the shore, and the captain was left on the shore, supposed to be dying. The wreck of the *Motto*, upside down, was passed by the Cuba, as the latter came from New Orleans.

President Lamar has appointed General Memucan Hunt to be Secretary of the Navy; Bernard E. Bee, Secretary of State; Gen. Johnson, Secretary of War. On the 12th inst. Gen. Rusk was chosen Chief Justice.

ENGLAND AND RUSSIA.—The latest accounts from Constantinople, which reach to the 17th inst., contain nothing to justify the alarming intelligence communicated a few days ago, so very exclusively, by a morning contemporary, who at times appears gifted with the faculty of second sight to a most marvellous extent. There is one way, certainly, of insuring a priority of intelligence, and a lucky guess now and then is apt to tempt to the renewal of the venture; but at present, even were Russia disposed to hazard a war with England, the season, we are inclined to believe, is now so far advanced, that a Russian fleet passing the Bosphorus, would be forced to winter in the Mediterranean, or to take and keep Constantinople; for in case of an unsuccessful engagement with the English, the Russian ports in the Black Sea might easily be frozen up before their ships could return thither. There will be no war this winter. This is our firm persuasion. And this time next year, we trust, we shall have the same consoling prospect before us.—*London Courier*.

THE ARMY.—It is said that a very considerable augmentation to our present force is in contemplation, in consequence of the warlike aspect of affairs. This we have all along anticipated, sensibly alive to the difficulties of carrying on the duties with our present force, independent of all the calls now made on it from every quarter.—*Morning Herald*.

We have been informed that it is the intention of her Majesty's Government very considerably to augment the navy, with the view of reinforcing the British fleets on the Mediterranean, the Indian, and other stations. Orders have been sent to the dockyards to this effect, and the enrolment of men is, we have been assured, in active progress. The position of affairs in the east is stated to be the main cause of the reported large increase of the navy. The Turkish Government is now actively engaged in increasing its fleet, by purchases of steamboats in this country through its agents. It is, we believe, strictly true that the fleet of the Sultan is principally to be commanded by British naval officers of known experience.—*London Observer*.

AN ENGLISH FLEET SAILED FOR SOUTH AMERICA.—We perceive by the following paragraph from the *London Morning Chronicle*, that the English Government has sent a fleet to South America, and that some of the French Journals have expressed uneasiness at this object.

The misconception of some of our French contemporaries, renders it necessary to observe that the English fleet which has proceeded to South America has done so with the most friendly intentions. Mr. Pakenham is instructed upon his arrival to put himself in immediate and amicable relations with the French Admiral.

An honest Hibernian far, a great favorite with the gallant Nelson, used to pray in these words every night when he went into his hammock: "God be thankful, I never killed any man, nor no man never killed me—God bless the world and success to the navy."

## ARMY.

## OFFICIAL.

GENERAL } HEAD QUARTERS OF THE ARMY,  
ORDERS, } ADJUTANT GENERAL'S OFFICE,  
No. 59. } Washington, Dec. 24, 1838.

I. A Military Board will assemble at the office of the General-in-chief on Wednesday, the 26th instant, at 11 o'clock, to consider the claim, and express its opinion thereon, of the Assistant Quartermasters to precedence of rank as Captains by commission in the Quartermaster's Department, conferred by the President, by and with the advice and consent of the Senate, since the passage of the act of July 5, "to increase the present military establishment of the United States;" and also to consider and express its opinion on such other matters touching the subject of dates of commission as may be laid before it.

II. The Secretary of War directs that the Board be composed of the following officers:

Major General Macomb, Commanding-in-chief,	
Bvt. Brig. General Fenwick, of the Artillery,	Insp. General,
Colonel Croghan, *	Corps of Engrs.
Colonel Totten,	5th Infantry,
Lieut. Col. Clarke,	1st Infantry,
Major Garland,	4th Artillery,
Bvt. Major Erving,	

BY ORDER OF MAJOR GEN. MACOMB:

R. JONES *Adj't. Gen.*

\* Relieved.

GENERAL } HEAD QUARTERS OF THE ARMY,  
ORDERS, } ADJUTANT GENERAL'S OFFICE,  
No. 63. } Washington, Dec. 27, 1838.

The General-in-chief calls the attention of the several commanding officers of Posts and Stations to that part of the General Regulations for the Army, contained in ARTICLE 19, paragraph 2 thereof, prescribing the "DUTIES OF COMMANDING OFFICERS OF POSTS AND STATIONS," and directs a compliance with the same as early as practicable. The Topographical sketches referred to are deemed highly important, and are frequently called for by the Secretary of War, who wishes to be informed upon every subject connected with the condition of the frontiers; but, owing to the neglect of those officers who have not complied with the Regulations pointing out their duties as commanders of Posts, the General-in-chief has not been able to satisfy the demands of the War Department in reference to the topography of the country surrounding the posts on the frontiers.

BY ORDER OF ALEXANDER MACOMB,

MAJOR GENERAL COMMANDING-IN-CHIEF:

ED. SCHRIVER, *As't. Adj't. Gen.*

GEN. ORDERS, } ADJUTANT GENERAL'S OFFICE,  
No. 1. } Washington, Jan. 1, 1839.

First Lieut. M. S. Miller, of the 3d regiment of artillery, is hereby appointed an Aide-de-Camp to the Major General commanding-in-chief, vice First Lieut. John N. Macomb, appointed First Lieutenant of the Corps of Topographical Engineers. Lieut. Macomb will report to the Colonel of Topographical Engineers, for orders.

BY ORDER OF MAJOR GENERAL MACOMB:

R. JONES, *Adj't. Gen.*

GEN. ORDERS, } ADJUTANT GENERAL'S OFFICE,  
No. 2. } Washington, Jan. 2, 1839.

1. Brevet Major Belknap, 3d infantry, is assigned to the superintendence of the opening, &c. of the military road between the Arkansas and Red rivers, and will report to the Quartermaster General for instructions.

2. The commanding officers of Forts Gibson, Smith, and Towson, will furnish, on the requisitions of Major Belknap, such details from their respective infantry commands, as can be spared without serious injury to the service, to be employed on the above duty.

BY ORDER OF MAJOR GENERAL MACOMB:

R. JONES, *Adj't. Gen.* by Google

## CORPS OF ENGINEERS.

ENGINEER OADER, } ENGINEER DEPARTMENT,  
No. 1, } Washington, Jan. 2, 1839.  
Second Lieut. S. H. Campbell, Corps of Engineers, is relieved from duty as assistant to Lieut. Col. DeRussy, and will report to the Department for temporary duty with the Board of Engineers.

JOS. G. TOTTEN, Lt. Col.  
Bvt. Col. & Ch. Engr.

## NAVY.

## ORDERS.

Dec. 27.—Lt. J. Crowninshield, Rendezvous, Boston.  
21.—P. Mid. R. Perry, Rec'g. vessel, Baltimore.  
P. Mid. C. Thomas, do.  
31.—M. Riche, Additional Professor of Mathematics, Naval School, Norfolk.  
Bratwain C. Matthews, transferred from the frigate Macedonia to the Brandywine, and acting Boatswain J. Shannon, to remain attached to the Macedonia.  
Gunner G. Newman, frigate Brandywine.

## VESSELS REPORTED.

PACIFIC SQUADRON—Ship Lexington, Capt. Clark, at Mazatlan, Nov. 3.

REVENUE CUTTERS—The Washington was spoken 99 miles S. E. from Sandy Hook.

The Campbell, Lt. Com'dr. Coste, at Key West, Dec. 6, from a cruise; her boats have been vigilant on the look-out for Indians along the coast.

## MARRIAGES.

At Pittsburgh, on the 25th ult., Captain JOHN SANDERS, of the Engineer Corps, U. S. A., to MARIA D., daughter of the Hon. WM. WILKINS.

## DEATHS.

On the 19th Dec. at the residence of his mother, near Shepherdstown, Va., Dr. DANIEL BEDINGER, Paymaster of the United States, at Harper's Ferry, aged about 35 years.

At the barracks in Buffalo, on the 16th Dec., PETER HILDEBRAND, of company D, 3d Artillery, having served faithfully 25 years in the army of the United States.

In this city, on the 1st instant, Mr. JOHN LAIRD, aged 45 years, a clerk in the office of the Fifth Auditor of the Treasury Department, and late Purser's Steward on board the U. S. ship Peacock.

## REVOLUTIONARY SOLDIERS AND PATRIOTS.

In Ravena, N. Y., Mr. ANDREW D. AUSTIN, in the 85th year of his age.

At his residence in Hancock, Delaware county, N. Y., on the 21st November, of apoplexy, ABRAHAM SPRAGUE, in the 74th year of his age. Mr. S. emigrated to this country previous to the Revolutionary war, and at the age of 13 years enlisted in the service of his country, and continued there until the termination of the war. He was a member of General Washington's life guard the year it was principally cut off. He was engaged in several battles, and saw the blood flow at Elizabethtown. After the war he returned to this country, and purchased him a place, where he resided until his death. His mind was strong and intelligent, and his hand was always ready to assist such as were in need. He has left a large circle of relatives and friends to mourn his loss.

In Lorraine, Jeff co., N. Y., on the 4th Dec., after an illness of two days, Mr. ELIJAH FOX, Senior, in the 81st year of age.

Mr. Fox was a soldier of the Revolution—was one of the first settlers of that county—a man of active benevolence, industrious habits, and for many years a professor of the religion of Jesus, in the faith and enjoyment of which he yielded up his breath, in the full possession of his mental faculties.

In Westmoreland, Onondaga co., N. Y., on the 19th Dec., Captain NEHEMIAH JONES, a patriot of the Revolution, and one of the pioneers of central New York, aged 75 years and 6 months.

## NOTICE.

PROPOSALS will be received at the office of the Commissary General of Purchases at Philadelphia, to furnish materials for making ARMY CLOTHING, for the year 1839, and for sundry articles ready-made, as hereafter enumerated, viz:

Blue Cloth 6-4 wide, dyed in indigo and in the wool.

Sky-blue Kersey, 6-4 wide.

Unbleached Cotton shirting, 7-8 wide.

Flannel of Cotton and Wool, 7-8 wide.

Canton Flannel, 3-4 wide.

Unbleached Cotton Drilling, 3-4 wide.

do do do 7-8 wide.

Bleached do do 3-4 wide.

Uniform Caps for Dragoons.

do do Artillery and Infantry.

Pompous, White.

do Scalet.

Hair Plumes.

Bands and Taggels.

Aiguillettes, (white and yellow.)

Worsted Sashes, (crimson and yellow.)

Shoulder Straps for Artillery.

do do Infantry.

Brass do do Dragoons.

Epaulettes, Non. Com'd Staff, Infantry and Artillery

Forage Caps for Infantry and Artillery.

do do Dragoons.

Laced Boots—pairs.

Leather Stocks.

Woollen Half Stockings.

Plates and Tulips for Dragoon Caps.

Infantry Cap Bingles, Plates and Tulips.

Artillery Cap Plates and Cannon.

Felling Axes.

Hatchets. Drums.

Wall and Common Tents.

Strapping Knapsacks.

Worsted Binding and Cord, of all kinds, and Prussian

Lace.

(The quantity and number of these articles will be determined hereafter.)

Casks and Cooperage for one year, from 1st April, 1839

The whole are to be domestic manufactured materials.

Patterns of all the required Cotton and Woollen

Cloths and articles, are deposited in the Commissary

General's Office, in this city, for examination. Samples

of any of the Woollen and Cotton Cloths, will be sent

to any manufacturer, on application to this office, (by

mail) and such information in relation to the goods as

may be desired.

The Boots are to be of eight sizes, and the Caps of

five sizes. The sizes and proportions of sizes will be

stated in the contracts. On the samples and patterns

exhibited, the contracts will be founded and inspections

made; and no article will be received that is inferior in

the material or workmanship, or that does not correspond

in every respect with the pattern on which a contract

is founded. The supplies are to be delivered at the

United States Arsenal, near Philadelphia, for inspection,

in equal monthly portions, and the contracts are to

be fulfilled on or before the 1st day of July, 1839.

The proposals must be in writing, sealed and endorsed

"Proposals," and must reach the office of the Commissary

General of Purchases on or before the 7th January,

1839. Security will be required for the fulfilment of

contracts.

C. IRVINE,

Commissary General of Purchases.

COMMISSARY GENERAL'S OFFICE. }

Philadelphia, December 7th, 1838. } Dec. 13—4t

ARMY REGISTER—Corrected to the 1st Sep,

1838.—A few copies only remain for sale at this office.

\* \* \* EARLY ORDERS for the Army Register for

1839 are respectfully solicited, to prevent disappointment

to those who wish copies, as well as to determine the

extra number to be printed.

NAVY REGISTER, for 1838.—A few copies for sale

at a reduced price. Dec. 13—3t.

PRINTING, OF EVERY DESCRIPTION,

Executed with fidelity and despatch at the Office of the

ARMY AND NAVY CHRONICLE.

# ARMY AND NAVY CHRONICLE.

Published by A. B. Claxton & Co., at \$5 a year, payable in advance.

VOL. VIII.—No. 2.] WASHINGTON, THURSDAY, JANUARY 10, 1859. [WHOLE NO. 210.

## FOREIGN MISCELLANY.

**EFFECTIVE FORCE OF THE RUSSIAN ARMY.**—The Russian army consists at present of the following corps:—The Imperial Guard, composed of six divisions, three cavalry and three infantry. Of these there are twelve cavalry and twelve infantry regiments, one battalion of sappers, one of marines, one of chasseurs, one of veterans, four of horse artillery, and two of foot artillery. The Grenadier corps is composed of one division of light cavalry, consisting of four regiments; of three divisions of infantry, made up of twelve regiments; of two batteries of horse artillery, and fifteen of foot artillery. The regiments of the Guard consist of seven squadrons of cavalry, and three battalions of infantry. The six corps of the line are composed each of one division of light cavalry, made up of four regiments; of three divisions of infantry, each of four regiments, two of a regiment of four active battalions; in all twelve regiments, besides two batteries of horse-artillery, and two of foot artillery; the total of the six corps of the line consists of twenty-four regiments of light cavalry, seventy-two of infantry, twelve batteries of horse-artillery, and ninety of foot-artillery. Of the third corps of cavalry of reserve, each corps has two divisions, and each division four regiments; making a total of twenty-four regiments, and twelve batteries of horse-artillery. The two reserve corps of the line are formed each of three divisions, and each division is composed of twenty-four battalions. The corps of the Caucasus consists of one regiment of dragoons, three divisions of infantry, and sixteen batteries of foot-artillery. The corps of Orenbourg is formed of one division of infantry of sixteen battalions, and the same number of batteries; the corps of Siberia of one division of infantry; the corps of Finland of the same. The troops of the interior consist of ten battalions of sappers, fifty battalions of home militia, and one division of horse-artillery, composed of nine batteries. Of Cossacks there are stationed in different countries one hundred and forty six regiments. The Russian territory has been militarily divided into two parts: the first consisting of the distant provinces, thinly peopled, has been condemned as a recruiting district, it furnishes no men to the army; the other, formed out of the centre of the empire, of thickly inhabited tracts, supplies the country with all its soldiers. From this arrangement it results that the army is recruited out of a population of forty millions of natives, and that the limits of the territory within which this recruitment takes place are not too distantly removed from each other to admit of an expeditious formation or reformation of a military force. The army arising out of the above-mentioned population has been organized into regiments of six battalions; a seventh skeleton battalion is always stationed in the recruiting districts to receive and discipline young soldiers, and afterwards to hand them over to the reserve battalions. Four battalions of each regiment belong to the active force of the country. Four regiments, therefore, sixteen battalions (two battalions from each regiment being deducted), form a division, three divisions a corps; and there are six corps at present complete and effective. The fifth and sixth battalions of twelve regiments form a reserve division. This division consists, consequently of twenty-four battalions; three divisions of reserve constitute a reserve corps. One thousand men form the complement of an active battalion. The number of a reserve battalion is completed in the time of peace by five hundred men. The corps of grenadiers, and that of the guards, constitute each a noble *corps d'armes*. The

Cossack regiments not included in the above organization contain eight hundred men each.—*Marshal Marmont's Travels*.

**RUSSIAN NAVAL MOVEMENTS.**—On the 20th Sept. a fleet, composed of three ships of the line, five frigates, and nine smaller vessels, sailed from Sebastopol, under the command of Admiral Lazareff. Some say that this force is bound for Trebizond, where the Russians are about to form an establishment; others, that some English merchants having made numerous shipments of warlike stores for the coasts of Circassia, this fleet is to counteract this operation. The fact is that the fleet has sailed for the Circassian coast for the purpose of bringing back into winter quarters the troops which have been in active service during the summer. No new expedition against Circassia will be undertaken before the spring. The armaments in the south of Russia are still continued; upwards of 100,000 men are ready to march at the first signal, and a much more considerable force will shortly be prepared for service. The accounts in the foreign Journals of the resignation of the Governor Generalship of Bessarabia by Count Woronzow are erroneous; he still remains in possession of his high office.

**THE RUSSIAN NAVY.** As the attention of England is now particularly called to the projects and intentions of Russia, it may not be amiss to state a few facts concerning the state of the Russian navy. The present Emperor, immediately on ascending the throne, devoted his particular attention to his navy. Old and disabled officers were removed, and active men appointed. The dockyards of St. Petersburg were inspected weekly by him; the finest Russian timber was floated down, of which now there is an immense store, well seasoned; the oak is of inferior quality. The yards were filled with builders, models of the finest ships, brought from England, France, and America, and French and English artisans engaged; and now Nicholas has forty-two sail of armed ships in the Baltic, constructed after the most approved models, well officered and manned, and go through their manœuvres to the astonishment of many of our naval men; they are all officered by Russians, of whom several have served in our fleet. All the Englishmen in the service have been placed out of active command; the guns have percussion locks, and they fire with great rapidity and precision; they are almost wholly manned from the governments of Archangel and Uloneiz. Menschikoff, an active, enterprising officer, is the Minister of Marine. In the Black Sea there are about thirty-six sail of armed ships, of which eighteen are line-of-battle ships. Admiral Lazareff, a distinguished officer who served long in our navy, is the commander-in-chief; he superseded our countryman Griel, who, for private reasons, was removed from the command. The Baltic and Black Sea fleets have been exercising all the summer, the former in the Baltic, and the latter off the Caucasian coast, on which coast, two months ago, four line-of-battle ships and several smaller vessels were wrecked and their crews killed by the Circassians. There are two dockyards in St. Petersburg, and one above the city at Okht, but there only frigates and smaller vessels are built; they are now building several line-of-battle ships, and one of 120 guns is ready to be launched. The dock-yards men all belong to the government; they receive 12 rubles per annum wages, fed, and clothed. The timber comes from the government forests, the iron work is supplied from the government establishment at Col-

pena, not far from Petersburg, so the expense of building is trifling compared to the cost of our ships. At Calcutta all the government steamers are built, of which there are about twelve in number. This establishment is under the direction of an enterprising and worthy Englishman, General Wilson. The largest dockyard in the Black Sea, is at Nikolaeff, and another one in the Crimea. Mr. Upton, an English engineer, is employed in enlarging the dockyard, building basins, and dry docks.—*London paper.*

**THE RUSSIAN FORCE IN THE BLACK SEA.**—We have reason to believe that the Government has received despatches from Lord Pousanby, the British Ambassador at Constantinople, dated the 13th ult., which mention the important fact, that the Russians had collected a very large naval force in the Black Sea, and that they were duly expected at Constantinople. Our ambassador had sent pressing instructions to the British admiral at Varna, to hold the fleet in readiness for any emergency that might arise. It was confidently expected at Constantinople, that if the Russian fleet should enter the Bosphorus, and anchor before the capital, the British admiral would be ordered to pass the Dardanelles and closely watch them.—*Ibid.*

**RUNJEET SINGH'S ARMY.**—Runjeet Singh's regular infantry consists of 12 regular battalions, each about 800 strong, equally well appointed as the company's troops. Their arms are of Lahore manufacture, and quite equal to those furnished from our own arsenals. The infantry wear scarlet coats of the French cut, with green lapelles, and worsted epaulettes. The belts are of black leather. The battalions are formed after the old fashion, in three ranks; they march steadily, and in the common movements of changing front, retiring by battalions in echelon, forming squares and deployments, seem to work well together. The word of command is given in French, and is well understood by the native officers. The independent firing of squares is wanting in animation, but the platoon firing is exceedingly steady and creditable. The Sikh soldiers are fine robust men, and have a very imposing appearance. Every battalion is commanded by a native colonel, and each of its eight companies has three commissioned officers, besides the usual proportion of non-commissioned. Tents are furnished to the battalions when in the field, as well as an establishment of artificers; but medical attendance is not provided by the State. The discipline is rigid and severe, the ratta being liberally administered for trifling offences; still, however, the service is generally popular. The monthly pay of the Sepoy is seven rupees, with a ration of dhall and flour when on actual service. The irregular infantry are in numbers about 12,000, but with the exception of two gallant Goorka battalions, are a turbulent, ill-appointed rabble, valueless as soldiers.

Runjeet Singh's horse-artillery muster 50 brass guns of calibre, varying from 6 to 12 pounders, whose carriages are stout and serviceable, though of the clumsy old school pattern. The guns have elevating screws, and are kept in excellent order by the men, who are said to be attached to them with all that superstitious feeling of reverence inherent in native Gokulrauz. The horses of the artillery are inferior, and the harness is decidedly bad. In movement they seldom exceed a trot, and had no idea of horse-artillery keeping pace with cavalry till they witnessed the rapidity of our horse artillery movements. The artillery are usually divided amongst the infantry brigades, in the proportion of four guns to a battalion. The men are smart, well-dressed, and remarkably quick in serving their guns. The foot artillery are only employed in garrison duties. The dromedary corps have large swivels on revolving pivots fixed to their saddles. This corps strongly re-

sembles one formerly in our service. The men are richly dressed in long scarlet coats, and their housings are of the same color. Each Suwar is armed with sword and pistols.

The cavalry is Runjeet's favorite arm, and he has spared no pains to make it efficient. The total strength is estimated at 40,000, or thereabouts, of which 4,000 only are regulars. They comprise two regiments of lancers and six of dragoons; disciplined according to the French system by Monsieur Allard, a distinguished officer of the imperial army. The regular cavalry are well mounted and equipped, and in large bodies work well together. The dragoons are five men, armed with long carbines, pistols and swords. Their appointments are of black leather, with jack boots. Clothing scarlet, with green facings, and close-fitting steel helmets of the Roman pattern. The lancers are dressed in blue, with scarlet facings, and a profusion of lace; have high cloth caps, and are armed with long lances 12 feet in length, surmounted with the tri-colored flag. The Ghorehurras, or body guard, 2,000 in number, are the best mounted of the Sikh cavalry. To them is entrusted the safety of the Rajah's person. They are excellent swordsmen, and equally expert with the maulstick and lance. Their dress is superb, being an under tunic of padded crimson silk, over which is worn ornamental chain armor of the most beautiful workmanship, covering almost every vulnerable part. The head-dress, a conical turban of bright yellow silk, surmounted by a brazen head-piece, from which the chin armour descends, and is crowned by long waving heron plumes. The horses are splendidly caparisoned, and armed at all points with brass mail. The appearance of this body in full costume is grandly picturesque, and when careering, with their long spears couched, they resemble the knights of ancient times preparing for a tournament. Runjeet's irregular cavalry in appearance much resemble the irregular horse in our own service; they are divided into bodies of about 300 each, commanded by Jagheedars; chiefs who hold a district under the tenure of military service. Several of these bodies are again commanded by Sikh Sardars, after the manner of brigades. These horsemen are only formidable from their numbers, and cannot be considered as soldiers, from their total want of discipline. They are much on a par, in short, with certain of our allies, in allusion to whom a distinguished officer, in days of yore, declared, that he would rather fight such fellows than pay them.

In a physical point of view the Sikhs are some of the finest men in India; they are generally of lofty stature, and great muscular power; they are likewise endowed with hardihood and energy far superior to the natives of Hindostan, and are more free from the prejudices of caste. Their moral qualities are, however, less to be admired.—*Oriental Herald for Dec. 1.*

**REMOURS OF WAR IN INDIA.**—We have been favoured with an extract from a letter received by a gentleman in Liverpool, by the last overland despatch, which gives an extremely gloomy account of pending operations in India. It is dated Madras, July 23. "There is every prospect of a general war in India—there are strong rumours abroad. The armies of the three Presidencies are preparing for the approaching struggle, and it is generally believed that an order has already been given by the Supreme Government, to encamp an army of 25,000 men on the borders of Cabul. An ambassador from the Nepaulesse Rajah, to the Shah of Persia was lately stopped on the river Sutledge, conveying proposals to the Shah to come down upon the north-west frontier with a force composed of Russians, Persians, and Afghans; and in the meantime the Nepaulesse Rajah, with the Goldenfoot of Ava, was to attack us in the north-east and in Arracan. It is said that Lord

Auckland already sighs for the quiet retirement of the Admiralty; and it is generally believed that he has not master mind enough to meet the approaching crisis. A few months will determine."—*Liverpool Chronicle*, Oct. 20, 1838.

#### INSTRUCTIONS FOR SHIPPING OF ALL NATIONS.

—The following paper has been drawn up by Capt. Beaufort, of the Hydrographical office, and its instructions are getting into use by the shipping of all nations; we publish it with the view of making it more generally useful:—

#### FIGURES TO DENOTE THE FORCE OF THE WIND.

0 denotes Calm.

1—Light Air—just sufficient to give steerage way.

2—Light Breeze	{ with which a well-conditioned man of war, under all sail, and clean full, would go in smooth water, from	{ 1 to 2 knots. 3 to 4 knots. 5 to 6 knots.
3—Gentle do.		
4—Moderate do.		

5—Fresh Breeze { in which

6—Strong do. { the same

7—Moder. Gale { just carry

8—Fresh Gale { close

9—Strong Gale { hauled

10—Whole Gale { with which she could only bear

11—Storm { with which she would be reduced to

12—Hurricane { to which she could show

If the following mode of expression were adopted, the state of the wind, as well as its direction, might be regularly marked every hour, in a narrow column on the log board.

#### LETTERS TO DENOTE THE STATE OF WEATHER.

b Denotes Blue Sky—whether with clear or hazy atmosphere.

c—Cloudy—i. e. detached opening clouds.

d—Drizzling rain.

f—Fog—f thick fog.

g—Gloomy dark weather.

h—Hail.

i—Lightning.

m—Misty or hazy—so as to interrupt the view.

o—Overcast—i. e. the whole sky covered with one impervious cloud.

p—Passing showers.

q—Squally.

r—Rain—i. e. continuous rain.

s—Snow.

t—Thunder.

u—Ugly threatening appearance in the weather.

v—Visibility of distant objects—whether the sky is cloudy or not.

w—Wet dew.

—Under any letter denotes an extraordinary degree.

By the combination of these letters, all the ordinary phenomena of the weather may be recorded with certainty and brevity.

#### DAMAGE BY LIGHTNING TO THE BRITISH NAVY.

—Mr. Snow Harris, of Plymouth, has published a very elaborate inquiry on this subject. The number of cases of British ships struck by lightning amounts to 174; these comprise 74 line of battle ships, 55 frigates, 39 small class frigates and brigs, 1 cutter, 3 sheer-hulks, 2 ships in ordinary, 1 sheer at Halifax. In 55 of these cases, the full particulars as regards the damage done to the masts have not been ascertained. Deducting them, therefore, with the sheers and ships in ordinary, we shall have 114 cases of sea-going ships, the extent of damage to which has been ascertained. In this number will be found 47

line of battle ships, 37 frigates, 12 small class frigates, 17 brigs, 1 revenue cutter. Hence we have 16 vessels with three masts, 16 with two, and one with one. These 96 vessels with three masts were struck by lightning in the following manner:—53 on the main-mast, 24 on the fore-mast, 5 on the mizen-mast, 1 on the bowsprit, 6 on the fore and main, 5 on the main and mizen. So far, therefore, as our induction from these cases extends, about half the ships struck by lightning are struck on the main-mast; about one-quarter on the fore-mast; about one-twentieth on the mizen-mast, and not above one in a hundred on the bowsprit or jib boom. No instance is observed in which the fore and mizen-masts are struck, exclusive of the main-mast; and only about five or six in a hundred in which either the fore and main or main and mizen-masts were struck together. In cases of vessels having two masts, about three-fourths appear to have been struck on the main-mast, and about one-fourth on the fore-mast. The number of cases, however, in the last instances, taken separately, is much too small for the purposes of calculation. By including a few cases, of which some particulars have been given, we find 17 in 104 instances, or about one in six, in which the ships have taken fire, in some part of the sails, mast, or rigging, and 52 cases, that is one-half, in which some of the crew have been either killed or wounded, or both. In about 100 cases we find two, or about one in fifty, in which damage has occurred to the hull; and in the whole 175 cases, one in which the ship was totally destroyed, and nearly all the crew perished; an occurrence, probably, more frequent than generally imagined. Of the facts which present themselves in a statistical point of view, it may be observed—that in about 100 cases of damage we find: Number of seamen killed, 62; wounded, 114. These are exclusive of one instance, in which the number killed is denoted as several, and of the instance of a frigate of 44 guns, in which nearly the whole of the crew perished; they are also exclusive of twelve instances in which the numbers wounded or hurt are set down as many or several. Now it may be observed by the official report made by order of the Admiralty in July, 1834, that the insurance of ships against damage by lightning, by an efficient protection, would at the utmost not exceed 6 1-2d per cent. upon their value, and would ultimately become very much less, probably under 3 per cent. The expense, therefore, on account of a first rate, would not at least exceed 13l. per annum; a second-rate, 11l.; a third-rate, about 9l.; a fourth-rate, 7l; hence it may fairly be inferred that more money has been expended upon an average, annually, in spars alone, on account of damage by lightning; than it would have cost to have defended the whole navy. Now, when we reflect on the little importance which attaches to any consideration of expenditure, viewed in relation to the loss of life, and the services of ships, we have certainly to regret that some good and efficient protection on shipboard from lightning is not more generally resorted to in her Majesty's service, as well as in shipping generally.—[What the nature of that protection is to be, Mr. Harris does not inform us.]

The movements of our Mediterranean squadron, up to the 10th instant, will be found under their usual head: It was at Vourla on that day. Admiral STOFFORD was about to pay a visit to Smyrna. The Turkish fleet was also in Vourla Bay when our advices came away. The Turkish sailors have shown themselves very apt in imitating the movements of the British ships. We mentioned a fortnight ago that an English lieutenant has been placed on board each of the Turkish Admiral's ships, in order to instruct their crews in making signals. This, our correspondent assures us, is the fact. A rumour is current at Malta that the British squadron was about to repair to the Black Sea.—*United Service Gaz.* Oct. 27.

**ROYAL NAVY.**—On Thursday the walls of the city and its environs were covered with placards, advertising for able-bodied seamen, petty officers, and stout boys, to join her Majesty's naval service: period of servitude five years. Among others, the following inducements were held out to enter the service:—Wages for able-bodied men 31s. per month, to continue without deduction in sickness or health, during leave of absence, shipwreck, or capture; allotment of wages paid to wife or family punctually; good conduct leading to petty officers; rations, with pay, exceeding 30l. per annum; a liberal allowance of provisions, grog, cocoa, tea, &c.; bounty paid to men in actual service; admission to the Greenwich Hospital for wounds or service, letters free of postage, liberty to exercise trade or calling in every corporate town, their children eligible to Greenwich Hospital School, a month's pay in advance for pocket money.—*Ibid.*

**EXAMINATION OF MIDSHIPMEN.**—The following are the regulations adopted at the Naval College, Portsmouth, on the examination of Midshipmen in mathematics:—The examination of midshipmen is to begin at nine o'clock, and to finish at half-past four. They are to appear in their proper uniform. Midshipmen under examination are strictly forbidden to hold any conversation with each other during the examination. Should any one be detected in copying from another at the examination, such conduct will be laid before the Lords Commissioners of the Admiralty. One midshipman only is to be absent at a time. Each question is to be worked out in *all its details*, on a separate piece of paper; the number of the question is to be put at the top of the paper, and the candidate is to sign his name at the bottom. Any candidate giving the mere answer to a question without showing how it was obtained will get no credit for it, whether right or wrong. Only one solution to each question will be received. When a midshipman has finished his examination, he is to arrange his papers regularly according to the number of the questions, tie them up, write his name outside, and leave them on the examiner's table. The candidates are to assemble at the college on the day following the examination at ten, unless otherwise ordered.

**MR. SMITH'S INVENTION FOR PROPELLING VESSELS.**—The propeller is formed by two blades being fixed in an angular position at the end of a shaft, which is supported by an iron brace secured to the ship's side, working on hinges; the shaft can be raised or lowered into the water by means of a topping lift and universal joint. The inner part of the shaft is attached to a pinion wheel which acts on a larger wheel, and can be turned by manual labor either with the winch-handles or capstan, or by the power from a steam engine. The propeller is placed on each quarter of a vessel, and it transmits its impelling force by means of a quick rotatory action in the water. In light winds it would insure a vessel tacking or veering on reduced radii. It would keep a vessel clear of her anchor. It could be used for casting, or backing a vessel astern. In coming in or going out of harbor in light winds or calms it would propel a vessel ahead. If a vessel should by accident lose her rudder, or disable a mast or yard, the propeller might be used to steer her out of danger. It could be used as a substitute for propelling steam vessels whenever their paddle-wheels were disabled. It would be very useful to ships of war in taking up an advantageous position in action, especially if they should be opposed to steam frigates in a calm. It often happens that ships are stranded in calms, from a current setting them on rocks or shoals, or from missing stays when close in with the land; but if the propeller were used in time, such accidents would generally be avoided. A portable propeller could be used on small craft instead of sweeps or oars.

**INCREASE OF THE BRITISH ARMY AND NAVY.**—We mentioned some time ago the probability of a considerable increase in the regular army, and we believe that we may now state with confidence that such a measure will very soon be carried into effect, both as it regards the Indian and Canadian forces. It is also designed to augment the strength of the navy, and bring several more ships into commission so soon as the crippled state of the naval establishments of the country shall admit of such an augmentation. This is, however, an arrangement more easy to talk about than to achieve. Lord Minto wants artisans to build his ships and sailors to man them. As for marine artillerymen, who will be more in requisition than ever, notwithstanding the expensive performances on board the Excellent, nine-tenths of the number in demand have yet to be instructed in the science. With regard to the equipment of the fleet generally, in the event of any important increase of ships in commission, unless very different inducements are offered to those now in existence, we know not, neither does Lord Minto, how it is to be achieved.—*United Service Gazette.*

**MITCHELL'S SELF-REGISTERING APPARATUS FOR SHOWING THE STABILITY AND VARIOUS MOTIONS OF SHIPS AT SEA.**—The principle of the apparatus consists in the combination of two pendulums, working at right angles to each other, and moving pencils parallel to the axes of two cylinders (on which skeleton forms on paper are wound) made to revolve by a time piece, one pendulum moving in the line of the keel of the vessel, and thus indicating the pitching and ascending motion; the other moving at right angles, or parallel to the beam, and thereby showing the degree of inclination and consequent stability of the ship. These pendulums are made to work in a fluid, and are so adjusted in a close vessel as only to oscillate with the movement of the ship. The whole apparatus is enclosed in a mahogany case, with a glass door, or front, and occupies the place of a writing desk, about twenty inches long, by thirteen wide, and may be conveniently placed upon a table against the foremast bulkhead of a captain's cabin in a ship of war, or in a yacht; the only condition required being to fix it in the line of the keel.

**AN HISTORICAL SKETCH OF THE PROGRESS OF THE ART OF WAR.**—BY RICHARD NICHOLSON MAGRATH, LIEUT. 3d REGIMENT.—The design of this brief treatise is to discuss, within a limited compass, the modes of warfare adopted from the remotest ages, and to trace the gradual improvement of the art, from the mere personal conflict of savage man, to the organized system, which constitutes what is properly designated the science of modern war.

In a modest introduction, Lieut. Magrath informs us that his "sketch" is merely the embodying of notes, collated during his course of military reading, and that he presents them to his brother officers in the hope of their proving a useful introduction to a course of studies on military science. In furtherance of the writer's hope, we strongly recommend this "sketch" to the attention, more particularly of the young military student, as he may therefrom extract some useful hints on the selection of his professional readings, independent of the knowledge he will derive from the "sketch" itself. We add a couple of extracts.—*United Service Journal.*

"The manner in which the term infantry came to be applied to the foot soldiers of an army, is accounted for in different ways. Some suppose that, while the gentlemen who composed the cavalry were addressed by the respectful titles cavaliers, messieurs, &c., the foot, on the other hand, which consisted of common people, were spoken to familiarly, as 'mes enfans,' my lads. Hence the word *enfanterie*, or *infanterie*. But some derive the name from a more

honorable origin, relating that one of the kings of Spain being engaged with the Moors, the whole of his men-at-arms were defeated and in full retreat, when the Infanta, collecting a body of foot, hastened to her father's assistance, and totally routed the infidel enemy. In order to commemorate so extraordinary an action, the Spanish foot was henceforth called infantry, from the title of the illustrious princess who led them in so glorious a manner."

"But the modern improvements in the fortification of sea-coast must interest islanders more than the advancement of any other branch of that art. The large and lofty castles of antiquity were found inadequate for the defence of harbors and landing-places when attacked by ships armed with cannon. Low batteries of heavy ordnance were consequently applied to the defence of sea-coasts; but being open in rear, were liable to be easily taken by parties landed for the purpose from the enemy's ships; and therefore block houses and defensible guard-houses were established in the batteries as keeps, to which their garrisons might retreat in case of necessity. These are still used in particular and favorable situations; but Martello towers are now generally esteemed the best defences for a line of coast. They are called Martello towers from a remarkable defeat which two British ships of war suffered in the year 1754, from a tower of this kind in Martello Bay, in Corsica, which was mounted with only one gun. The tower being a small and round object of strong construction, the fire of a ship agitated by the motion of the waves, has very little effect upon it; whereas the gun or guns upon the tower may be fired with such precision as to disable, in a very short time, any vessel which would venture within their range. The smallest Martello towers are thirty feet in height, and about the same in diameter at top; they are built with two stories, the upper one being intended for the accommodation of the troops; and the lower divided into several apartments, one serving for a powder magazine, the other for provisions and various kinds of stores. The lower story is usually covered over by light arches, and the upper by a bomb-proof arch, over which there is a flat terrace, entirely composed of masonry, commonly of a depth of five feet over the crown of the arch. Upon this terrace the guns are mounted, and it is surrounded by a strong parapet of masonry, six feet in height, with a banquette. The usual entrance to a Martello tower is a door nearly on a level with the first floor, and to which you ascend from without by a ladder, capable of being removed at pleasure. Over the door is placed a Machicole, to enable the garrison to fire down or throw grenades on any assailants who might attempt to storm the door. The guns upon Martello towers are mounted on traversing platforms, that is to say, on common garrison carriages, which, instead of being worked on fixed platforms, are worked on platforms moving on a central pivot. This contrivance gives the guns a more extensive command on every side than could possibly be attained upon fixed platforms. Sir William Congreve has of late years very much improved the plan of traversing platforms, and has adapted them to service in casemated ramparts with inverted embrasures, which last invention has been found to possess many advantages."

**LAUNCH OF AN IRON SHIP.**—On Thursday the first iron ship built in Liverpool, was launched from the building yard of Messrs. Jackson, Gordon and Co., the builders near the Potteries. As a model this ship is a beautiful thing. She has somewhat of the American build about her bows, has great breadth of beam, and a fine run. With the exception of her decks she is entirely built of iron. She is 271 tons displacement, 24ft. 6in. breadth of beam, 13ft 17 in. depth of hold, and 96ft keel, and has 99ft. 9in. tonnage. All being ready, at eleven o'clock, the

dagger was knocked down, and the beautiful vessel, with all her masts and rigging up, glided majestically into the river. She was christened the "Ironside" by Captain Mitchell, formerly of the ship *Abbotsford*, who is to sail her. It is understood that she is for the Brazil trade. When in the water she floated like a cork, and her masts were as stiff and steady as possible.—*Liverpool Standard*.

**THE FRENCH ARMY.**—We quote the following from the *Annuaire Militaire*:—"Since August, 1830, the King has conferred the Marshal's baton upon five general officers, and appointed fifty Lieutenant-Generals and ninety-five Major-Generals; out of these numbers there have been taken five Lieutenant-Generals and five Major-Generals from the staffs of his Majesty and the Princes. During the same period the King has granted 31 Grand Crosses of the Legion of Honor, and promoted to the rank of grand officers of the Order 101 officers of the army. Several of the officers attached to the Royal person have been created Peers of France; but this high distinction has been granted to other illustrious military officers, among whom we may name Marshal Soult, Admiral Duperré, Gens. Mathieu Dumas, Drouet d'Erlon, Exelmans, Pajol, Rogiat, Roguet, Berthezene, Brayer, Haxo, Hennelet; Admiral Jacob; Marshals Gerard, Grouchy, Lobau, and Valée; Gens. Nelgre, Ormano, Guéhenec, Aymard, Brun de Villaret, and Damremont."

**WORKMEN EMPLOYED IN THE YARDS OF THE NAVY OF FRANCE.**—There are at present 16,171 workmen of all descriptions employed in the five naval ports of this country; viz: 3,465 at Brest, 3,165 at Toulon; 1,102 at Rochefort, 1,312 at L'Orient, and 1,128 at Cherbourg; besides 1,000 artificers of the artillery, and 2,053 laborers, on the marine works connected with these ports. The *matériel* invested in the fleet generally, inclusive of the value of the vessels, is estimated at 298,463,000 francs, or about 11,938,520l.; the cost of the hulls alone, independent of any equipments, is valued at 60,739,000 francs, or about 2,429,560l. The annual consumption of hemp for cables, ropes, &c., amount, between the years 1826 and 1830, to an average of 2,000,000 kilogrammes, or about 1,970 tons; at present it is not more than 1,200,000 kilogrammes, or about 1,150 tons, at the most. A ship of the line, when fully equipped, costs not less than 2,800,000 francs, or about 116,000l.; but the *Hercule*, which took out the Prince de Joinville to America, cost even more, viz: 2,939,525 francs, or about 117,359l.—*United Service Journal*.

**MILITARY SYSTEM OF AUSTRIA.**—According to a letter from Vienna, a military commission has long been sitting, and has not yet terminated its labors, employed in the discussion of changes to be made in the military system of Austria. One of the most important is said to be the intended shortening of the duration of service from fourteen to ten years for the German soldiers, and eight for the Italians. As to the Hungarians, the old time of the service for life is to be continued until the Government has come to an understanding on this subject with the Diet. To this, however, the 20,000 men lately raised by the grant of the Diet, are an exception, as the subsidy for their maintenance is voted for nine years only.

**THE OFFICER'S LADY.**—We received intelligence of the death of a fine gallant old veteran, Lieutenant John B.—t, a Lieutenant of 1796. He had been for some time on the half-pay of the 3d Veteran Battalion, but had formerly belonged to the Slashers. He was for many years sergeant major of our regiment, but in consequence of good conduct, and being an excellent soldier, was promoted to the rank of ensign and adjutant. The circumstances attending



this promotion are somewhat ludicrous. The moment honest John had received his commission and stood forth in all the dignity of a new uniform, with corresponding epaulettes—his arm unpolished by crown and stripes, and his sobriquet of "Honest John" exchanged for the style and title of John B——t, Esq., of his Majesty's 28th regiment—the young officers, by whom he was very much respected, immediately went to his new quarters to congratulate him. Mr. B——t received them with all that embarrassment peculiar to one who finds himself suddenly upon an equality with his superiors of the day before. But the ensign's lady, Mrs. B——t, was missing. Now Mrs. B——t had been for many years in the regiment. She was, in fact, a "child" of the corps, though now grown old in its service, and during her whole life had made herself generally useful, by washing for the officers, and attending upon their wives. By her good humor and smart repartee she was a general favorite with all ranks, and few had wit enough to crack a joke with her. Her original name of Elizabeth had been, in the course of time, curtailed of its fair proportions, and she was then known by the less dignified, but, perhaps, more endearing diminutive of Bet. Thus Bet had become a privileged person; she was on familiar terms with all, and addressed every one, from the colonel to the drummer-boy, by his christian name. Col B——t, who lately commanded the 28th, was then a lieutenant, and, on paying his respects to the new officer, was the first to notice the strange absence of Mrs. B——t on so important an epoch in her husband's career. "Well, but Mr. B——t, how is this?" asked the young officer, "where is Bet?—I beg pardon, Mrs. B——t, I mean." This slip of the lieutenant, by the way, was not meant impertinently—it was the result of habit. "Really, sir," replied the newly made officer, stammering, "really I don't know; I asked her to clean herself, and come and pay her respects to the officers, and she laughed in my face!" "I see Mrs. B——t just now, sir," said a soldier who had just been made servant to Ensign B——t, and who was then busy in the barrack room. "And I asked her why she did not do as Mr. B——t told her, and clean herself to pay her respects to the officers, and what does she do sir, but burst out in a laugh, and says, 'Me pay my respects to the like o' them!—don't you wish you may get it?' Them was the words, sir, of the officer's lady," added the fellow with a grin. A general laugh followed this piece of intelligence, in which the ensign heartily joined, for John B——t was one of the best natured of men, and could laugh at a joke even at his own expense. The officers, however, were not to be foiled; away they went to seek the "officer's lady," for they were determined to make her do the honors; and at last, after a strict search, they found her in the kitchen, seated on a three-legged stool by the fire side, and smoking a short black pipe, quite unconscious of the sensation she was creating. She had a soldier's jacket thrown across her shoulders, and her tattered straw bonnet was put on the "wrong side before." "Why, Bet!—Mrs. B——t I mean," said Lieutenant B——t, "we have been seeking for you everywhere; how is it that on such a day as this that you are not receiving your husband's brother officers in the parlour?" "And is that all you're troubling yourselves about, Johnny?" asked Mrs. B——t of the lieutenant, taking the short pipe from her mouth, then closing one eye, and peeping forth at him most intelligently with the other. "Why of course it is," rejoined the officer; "I was anxious to see you do your duty on such an occasion." "I know my duty, Johnny, as well as e'er a soldier in the regiment," returned Mrs. B——t, "but no duty o' the like as you say will cheat me out o' my pipe and chimbley corner; and I'll tell you what it is, old cock!" she added, with the easy familiarity of friendship, "the King may make my Jack a gentleman if he likes, but

I'm blessed if neither he, nor the Sultan of the Ingees can make Bet a lady! So now, Johnny, you may trot; you've got your answer."—*Bentley's Miscellany.*

## DOMESTIC MISCELLANY.

### STEAM BATTREIES—No 1. From the Washington Chronicle.

WASHINGTON, Dec. 25, 1833.—As a bill for constructing armed steam vessels has again been presented in the Senate by Mr. BUCHANAN, I trust I shall be excused for venturing a few remarks on the subject, as it is one which I conceive to be of vital importance to the welfare of our beloved country. I have frequently asked the question (merely for information) whether or not it is all-expedient that those peculiar vessels should be constructed of heavy compact, and solid live oak timber? I have ever, contended that it was not. It has ever been my expressed opinion (and I had some little experience in the affairs pertaining) that the frame of a steam vessel, strongly and compactly put together, of good white oak and locust timber, (the floors and futlocks of seasoned white oak, and the top timbers of locust) will last very nearly as long, and be full as efficient, as if it were composed entirely of live oak. And there are many advantages in favor of the above considerations, which I will endeavor to portray.

In the first place, the frame of a boat so constructed would be more buoyant, and the weighty machinery necessary to propel her would not bury her so deeply in the water, and, consequently, her working and sailing would be greatly facilitated.

Secondly, the live Oak timber requisite for the hull of a vessel, cannot be procured at a less expense than one dollar per solid foot, while that of white oak and locust can be had for less than half that sum.

Thirdly, white oak and locust timber can be obtained here and further north at the shortest notice, when, as is well known, it requires from four to six months for a contractor to get out a vessel frame of live oak in the Floridas, and further south, where only it grows.

It must be concluded by all, acquainted with the subject, that the heavy and powerful machinery which these vessels must be provided with to propel them through the water at a rapid rate, cannot but rack the frame of a vessel, be it composed of what it may, so that she will require frequent repairs, (that is, if she be kept constantly employed;) and after a steam ship has been rebuilt two or three times, it is the opinion of our oldest ship builders, to me expressed, that it is far cheaper to condemn the hull, and transfer her machinery, if it be good, to a newly constructed boat. Therefore it is that I contend that it will be far more to our advantage to have those vessels built of white oak timber. I am well aware that the live oak is far preferable for the frames of vessels forced through the element by wind and sail only, when but the decay of timber or accident would render it necessary to overhaul and repair them. But when the vessel is acted upon by steam, and the continued agitation of her machinery is causing every portion of her frame to work more or less, it must be apparent to every one who will take the trouble to investigate the material points connected with the subject, so to construct them, as has been submitted, not by me alone, (for I would not have the presumption to intrude my opinions on those whose knowledge and judgments are far superior to my own in all cases,) but by those with whom I have conversed on the topic, who have, in a measure, instructed me as to the propriety of what I have here advanced, and are men who, from long experience and practical knowledge of steam navigation and steam vessels, are capable of judging accurately of what is best calculated to render efficient that class of vessels for sea service.

It is well known to many that the timber of which English vessels generally are built is not in any way superior to our white oak, but they are so well and strongly put together, and securely copper fastened withal, as to render them safer, more permanent and durable than American vessels of the same class heretofore constructed by our shipwrights of New York, Boston, and other cities of our country. And, in my humble opinion, if the English and French plan of building steam vessels (more for service than mere show and fast sailing) should be adopted in the United States generally, the awful explosions, dreadful shipwrecks, and horrid sacrifices of human life, would be of less frequent occurrence on our rivers, bays, and lakes, in the different sections of the continent of America. S.

#### — No. 2.

WASHINGTON, Dec. 28, 1838.—Another important consideration in the construction of steam vessels for naval purposes, is, the method to be adopted to protect, as far as possible, the machinery from the enemy's shot. For it occurs to me that if a thirty-two pound shot should strike the wheel house of an ordinary built steam vessel, it would disorganize the whole apparatus in such a degree as to disable her entirely for further active and efficient operation; and if she should be engaged singly, with a steam vessel, she must, of course, (being incapacitated either for running or fighting,) lay at the mercy of her opponent. As those English and French steam vessels are now built, I am inclined to believe, they would make but a very poor fight at close quarters, and their only chance would be in manœuvring, so as to keep out of point blank range of each other's broadsides; by that mode of operating they might perhaps, protract the engagement, and then the advantage would depend altogether on the qualities of the vessels; and the one whose working facilities and sailing properties are superior to the other, would of consequence be the capturer; and the courage, coolness, and deliberation of either commander, would avail them but little, as they would dislike to engage at close quarters, lest a chance shot should disable the vessel at the commencement, and render her no longer manageable, when her antagonist could take up what position she pleased; and she must then surrender, (having received but trifling injury comparatively speaking,) or suffer to be cut up by a raking fire, without the power of returning the compliment by a single discharge of a gun, which could be brought to bear on her successful enemy.

Now it strikes me that a plan might be devised for defending, in a great measure, that most important part of the vessel, where the wheels, machinery, and apparatus pertaining thereto are located, from the immediate effect of the enemy's shot, especially if it should strike her obliquely at an angle of forty or forty-five degrees.

In examining the steam packet *Great Western*, I noted that her machinery, although very heavy and burdensome, was placed so compactly amidships, and so much below the decks as to cause but little agitation to the frame of the vessel, which frame (according to my idea of naval architecture) is constructed on a plan far superior to any that has as yet been offered to the American public for inspection by an American architect. She is frigate built, with considerable sheer to her forward cant, so as to give her bows a full appearance, with a clear run abaft the main breadth; and from enquiry I learned that her breadth of beam was greater than that of any steam ship of the same length of keel in the British service, and I observed that her guards project from the sides no farther than was absolutely necessary to support the wheels, which were narrower, considerably, than those generally used by our own steam vessels; and it must be clearly apparent to

any nautical man, at all familiar with ocean steam ships, that that arrangement must have a tendency to prevent the heavy rolling of the vessel in a rough sea, than which nothing is more detrimental or injurious to any craft, however constructed or propelled through the water.

I am under the impression, that if an armed steam vessel is constructed on a similar plan of the *Great Western*, with a few improvements, which I will take the liberty (always subject to the better judgment of those more experienced and better informed than myself) to suggest, she cannot but answer fully and efficiently the purpose, and effectively perform the service of coast and harbor defence, for which they are intended.

In the first place, those vessels should be frigate built, with a good depth of hold, so that the requisite machinery could be placed, as far as practicable, below the spar deck, and there so condensed as to take up no more space than is absolutely indispensable.

Secondly, they should be modelled with more than ordinary breadth of beam for depth of hold or length of keel, so that in either side an aperture could be formed large enough to admit one half the breadth of the wheel, and then the guards could be constructed in such a manner as to render the projection beyond the side not more than one half what it now is, as they would only be necessary to support the outer end of the axle of the wheel. The wheel house and guards abreast of the machinery should be built of good, solid, and well seasoned white oak timber, cased on the outside with wrought sheet iron about three-eighths of an inch in thickness; and then, if a shot should strike the house or guard, at any angle, it would glance without doing material injury, and it would be the study of the commander so to manœuvre his vessel as to keep out of the point blank range of his adversary's guns. It would be needless to case more than two-thirds of the houses built over the wheels, for, if a shot should pass through the upper part of the house, it could not displace or materially injure the working of the wheels, or carry away more than one or two of the buckets, which, of course, would not destroy the utility of those all important appendages, so entirely requisite to the locomotion of the boat.

Thirdly, I have ever doubted the propriety of overburdening those vessels with large and too powerful engines, such as are now used by the steam packets. An engine which is calculated to propel a packet through the water at the rate of seventeen knots, would be (in my opinion) superfluously large for a war vessel; as a small, well fabricated engine of sufficient horse power to propel her at the rate of twelve or thirteen knots, would be all sufficient for her to overhaul any sailing vessel, even if she had a good breeze; and, as I understand it, if those vessels are to be used only during calm weather, when the commander of a ship with sails alone, could not avail himself of his canvass to effect his escape. And again; an engine, strongly constructed, of as small dimensions as could be made to answer the purpose required, could be more compactly stowed, and, in consequence, better guarded from the disastrous effects of an enemy's shot.

In forming the model of a steam ship, methinks the stem should have but little rake, as that mode of construction is calculated to give strength to the bows; and if I was the constructor of one of those vessels, I should place the extreme breadth of beam somewhat further aft than that of an ordinary sailing vessel, so as to give more permanency to the hull amidships, where the great weight of the machinery is disposed, and on all occasions they should have a well compacted round stem, with an upright stern post, as that formation is much stronger than any other. The machinery should be simple and as little complex as consistent with what it is required to perform. I do not conceive it necessary for a steam

vessel to be provided with more than three or four chimneys at most, and they should be no longer than just sufficient to create a draft and carry off the smoke, and so constructed as to slip and unslip, that in case they should be carried away by a shot during an engagement, they could be replaced by others, of which there should always be three or four spare lengths on board of each vessel, fitted out for sea service in time of war.

Of the probable cost, utility, and absolute necessity of those armed steam vessels, I shall take another opportunity to advertise.

I am, &c.

S.

**BOYS IN THE NAVY.**—Our Navy Department requires a thorough reformation, both in organization and administration.

Our officers and seamen are generally good, and a few of our ships are excellent. But with 3,000 miles of sea coast, a commerce second only to that of Britain, and greater than that of all Europe besides, we have not a military marine sufficient to cope with the little kingdom of Holland, whose population does not exceed that of Pennsylvania, and whose internal resources are less than those of Massachusetts. This is not a position very creditable to a nation greater in territorial extent than all Europe, with thirteen millions of white population remarkable for energy, with agricultural and mineral wealth of great value, manufacturing industry of great productiveness, a commercial marine that covers the ocean, and that has expended more than a hundred millions of dollars upon a military marine in less than twenty years.

A great deficiency in our navy is the want of dock yards. We require one in each navy yard, and in some of them more than one. Our navy yards are six: Portsmouth, Charlestown Brooklyn, Philadelphia, Gosport, and Pensacola; and our docks are one at Charlestown and one at Gosport. If a ship in the West Indies require repairs, it can find no dock nearer than Gosport; and if that and the one at Charlestown be filled, the ship must be laid up till one of them be cleared, or the nation must submit to the expense and inconvenience of repairing it without a dock. The money saved by the use of a dock in repairing ships, would soon defray the expense of building it. We require one at Portsmouth, one at Philadelphia, one at Pensacola, two at Charlestown, two at Brooklyn, and two at Gosport.

But the greatest service that could be rendered to our navy, would be the employment of boys in our commercial marine. We want sailors of native growth, and cannot have enough of them without sufficient nurseries. Boys, not being admitted to our merchant ships in great numbers, grow up to occupations on land. Hence our ships must be recruited from foreign nations, or from landmen too worthless for any regular occupation; and the consequence is a very low state of morals among our seamen, and multitudes and piracies in abundance. A few boys admitted to our whale and other fisheries, and a few more to our ships of war; but all these branches of the marine are not enough for a nursery of native seamen. We should follow the wise example of Britain, which requires every ship, military or commercial, to have boys for a certain proportion of its crew. Many of our most intelligent merchants perceive the utility of this, as a mode of preventing their grievous losses through piracy, mutiny and other crimes, resulting from that low state of morals that will prevail so long as their ranks are filled from the refuse of Europe and our own country. But in admitting boys, we should also adopt and strictly enforce regulations for their intellectual and moral improvement. Every ship, from the lowest to the highest, should be a school in which the morals of a child would be safe; and with a proper spirit among merchants, and proper regula-

tions by Congress, such object can be accomplished. We hope the Committee on Naval Affairs will do something for the benefit of the navy, and propose these, among other reforms.—*Philadelphia Ledger*, Dec. 22.

**THE CHEROKEES.**—By letters received from Col. FOSTER, of the 4th regiment of infantry, by Gen. SCOTT, and transmitted to the Adjutant General, it appears that the United States troops under that active and indefatigable officer have captured all the Indians concerned in the murder of two soldiers of that regiment in the Cherokee country. Of the five men who committed this cruel murder, four were executed by the Cherokees themselves who united with alacrity in the pursuit, and aided essentially in the capture of the murderers. The fifth, from his extreme youth, was retained a prisoner by the commanding officer. Col. FOSTER says: "The honor of the nation has been fully cared for, as well as the honor of the regiment to which I belong. At and over the graves of our murdered comrades, funeral honors were paid. For twelve days, the men of the regiment passed the mountains, crossed the streams, and threaded the valleys of the country, in detachments of from two to sixty, in search of the fugitives. The thirty-one Indians whom I had in my camp, and whom I held until the final termination of the affair, and then released, belonged to ECHERTATA's band. With him and the Oco-nee-hully Indians under the FLYING SQUIREL, their fathers, brothers, and husbands, pursued, captured, and finally punished the outlaws and murderers."—*Globe*.

**TRIUMPH OF THE MOB AT OSWEGO!**—The following extract from a letter dated "Oswego, January 2d," speaks for itself:

"The collector received information of the secretion of two brass pieces (a 6 and a 4 pounder,) in the cellar mill, adjoining the bridge in East Oswego, upon which he requested Capt. Gwynn, who is stationed here with a company of the 8th regiment, to place a guard over the guns until the next morning, (yesterday.) He did so—putting, I believe, two sentries upon the post. About 9 o'clock yesterday morning, the collector and one of the officers went with a sergeant's guard and commenced taking out the guns, when they were assailed by a few persons who had by that time collected upon the occasion. After bearing their insults for some time, (the mob constantly increasing,) the collector sent for the officer commanding, who came down with his whole company. The mob at this time amounted to some two or three hundred. After the soldiers had remained there about three quarters of an hour, they returned to their barracks—leaving the mob to triumph. The patriots then had their own sport. They obtained a supply of powder, mounted the guns and kept firing until dark. Last night, to crown the whole, the mob burned the collector and deputy marshal, Turner, in effigy.—*Y. N. Com. Adv.*

Major General SCOTT arrived at Sacket's Harbor on the 29th ult.—was called upon by many citizens of that place the next day; he reviewed the troops stationed there on the morning of the 31st, and on the afternoon of the same day left for Plattsburgh, in good health and fine spirits.

RICHARD PARKER, Esq., (son of Judge Parker of the Court of Appeals of Virginia,) has been appointed Paymaster of the U. S. army at Harper's Ferry, vice Dr. Daniel Bedinger, deceased.

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ARMY AND NAVY CHRONICLE.

WASHINGTON CITY;  
THURSDAY, ..... JANUARY 10, 1839.

**ADJUTANT GENERAL JONES.**—In the proceedings of Congress, at the close of the last session, as published in our number for Nov. 29, page 349, will be found a short debate in the Senate, on the bill reported by the Military Committee, allowing brevet pay to the Adjutant General. The Report of the Committee with the memorial of General JONES, should properly have accompanied the publication of the debate, but it is not too late to introduce it now, and it will accordingly be found in the present number.

This document not only contains some interesting information relative to the military service, but it furnishes the highest official testimonials (from Mr. Secretary CASS, and Mr. Secretary BUTLER) honorable to Gen. JONES. It is due to this "able, faithful, and zealous officer," (to use the language of one of the ex Secretaries) to publish the opinions of those gentlemen, which form a part of the aforesaid document. The argument is an able exposé of the subject, and also gives a brief historical account of the office of the Adjutant General, which has been for more than a quarter of a century, and is yet, a very important Military Bureau of the War Department. Mr. BUTLER was long enough at the head of the War Department to learn and appreciate the station and the usefulness of this deserving officer; and in his official paper (B) accompanying the report, he bears testimony to "the laborious, extensive, and important character of the Adjutant General's services." We see, likewise, that he regards "his case as one of *great merit*," and expresses the hope that it might receive the favorable action of Congress. In this hope we cordially unite, and trust that this may be among the number of bills taken up and passed.

**FOREIGN SELECTIONS.**—A large portion of the present number is taken up with copious extracts from our files of foreign journals, which have been some time waiting a chance for insertion. Since they were in type, we have received files of a later date, containing much matter of general interest, as well as for serious reflection, to our officers and Government.

We should never lose sight of the *possibility* of a war, either between two or more European Powers, or between ourselves and an European Power, however distant we may consider its *probability*, and desirous as all may be, mutually, of preserving friendly relations.

Among the articles which appear to us as deserving of serious reflection, is a letter addressed to the Duke of Wellington on the present state of the British navy, in which much stress is laid upon our naval preparations, and the superior strength and efficiency of our vessels are vauntingly set forth; not so much, it would seem, from the writer's belief in the correctness of his views, as with the probable design of arousing the attention of the British nation to the deficiencies of its own marine.

Whether the writer be one of those "croakers," so abundant every where, who, by presenting a sombre picture, hopes to gain credit for sincerity, it matters not. We have a right to use his arguments as an offset to the disparaging comments of other writers, who still consider England as "the mistress of the seas," her "wooden walls" as impregnable, and all the world as inferior to themselves.

So soon as we get through documentary and other pressing matter, we shall publish some parts, if not the whole, of this letter.

That the three principal Powers of Europe—Great Britain, France, and Russia—are narrowly watching each other's movements, and looking with jealous eye to the least design manifested by either of the others, of adding to their already overgrown dominions and colonies, is well known to every American. The outward policy of Europe is decidedly pacific; but when interest and policy clash, the latter is sure to kick the beam. When the peace of Europe is once broken, who can tell how many will be embroiled, ere tranquillity is again restored? It behooves us especially, whose property is scattered over every sea, and in every port, to be on the *qui vive*.

It is currently reported, and generally believed, that JOHN BOYLE, Esq., has been removed from the situation of chief clerk in the Navy Department. We can gain no information on the subject that can be relied on with certainty. All that we know positively is, that Mr. SIMMS, the second clerk, has been acting as chief clerk since Monday last.

There are various rumors afloat as to the cause of this removal, or suspension, all differing in some of the details, but agreeing in one point: that it is in consequence of a personal altercation in the Department between Mr. BOYLE and Passed Midshipman J. C. WALSH, of the navy, during which Mr. BOYLE struck Mr. WALSH.

We shall doubtless have the whole truth of the story, in the course of a few days.

**AMERICAN SAILORS.**—It is a fact that there is no class of sailors trading to the port of London, whose conduct is worse than Americans; and the best proof of this is, that in many of the public houses in the neighborhood of the docks they refuse to serve them, —*London Morning Herald*.

If the foregoing assertion be true, of which we have strong doubts,—or at least are inclined to believe it is highly colored—the American seamen alluded to are the foreigners who have crept into our mercantile marine, attracted by the high rate of wages, and who have polluted that as well as the navy.

We have quoted several articles recently from our own papers, urging in the strongest terms the importance of encouraging apprentices in the merchant service. The necessity of such a measure has been recommended to Congress, by the press itself, and by merchants, themselves the best judges, and the most immediately interested; and as commerce contributes by far the largest portion of our revenue, its interests are certainly deserving of the favorable notice and

action of the National Legislature. We fear that the present session is too short, to hope for the accomplishment of so desirable an object, and that it will be frittered away in useless debate upon abstract questions which cannot be definitively and satisfactorily adjusted. Why not, then, take up those, in support, in which all may unite, and which promise some beneficial return for the time devoted to them?

Next to our own service, the British is probably the best paid; and yet in that service great difficulty is experienced in procuring seamen to man their vessels. We have before us a copy of a placard posted over London, inviting petty officers, able-bodied seamen, and stout boys, to enlist for her Majesty's ships. After enumerating the comforts and advantages of the service, it states the pay at 34s. per month for able-bodied seamen,—equal to \$7.57; while the wages in our navy are \$12 per month, and in the merchant service range from \$14 to 18, according to the voyage, port, and season of the year. Need it be wondered at, when wages are so high, that our service is preferred?

The writer of a letter to the Duke of Wellington, on the state of the navy, observes in one of his notes: "When the Delaware, American 74, (100,) was in the bay of Naples, 1835, the ship was nearly manned with Englishmen, who, no doubt had expatriated themselves. English naval officers who visited her observed this, and especially that the petty officers were English."

Our own officers have admitted and at the same time deeply lamented, that a large portion of the crews of our public vessels were foreigners—not Englishmen particularly, but natives of every nation and clime; and hence the necessity for the most rigid state of discipline. Americans are more tractable, better educated, and apt to learn; but while superior inducements to gain a livelihood, if not to insure a competency, are held out on shore, they will naturally prefer that which promises the best return for labor.

This is a subject replete with sober reflection to all who desire the prosperity of the country, that its honor should be upheld on the ocean, and its flag protected from insult. Is it not better that we should be able to boast of a navy, manned with the hardy, independent, liberty-loving natives of the soil, who feel an interest, as well as a pleasure, in defending the stars and stripes, than to rely for aid upon those who have no real affection for us, and who, in the hour of need, may be found pointing the guns of our enemies against us?

All considerations—a love of country, a pride in her honor, a confidence in her prowess, and a regard for her future success in conflicts on the ocean—unite in recommending us to encourage, by every means within our reach, the increase of the number of NATIVE AMERICAN SEAMEN.

TO CORRESPONDENTS.—The lines, entitled "An Evening at Sea," do not possess sufficient merit for insertion in the Chronicle.

## FLORIDA WAR.

*Extract of a letter from an officer of the army, dated "FORT WHELEMAN, Dec. 27, 1838.*

"Since I last wrote, we have divers and sundry Indian news. On Sunday an Indian was taken some two or three miles down the creek. He was armed with bow and arrows, and we believe him to be a spy. He is stubborn, and as yet no information can be had from him. Yesterday morning an express from Col. FANNING, brought the following statement from him: That Tomoka John, the Indian guide and interpreter, had returned from his mission south. He states, that two days' journey from the camp (some distance down the Ocklawaha from Payne's landing) the squaw who was with him led him to an Indian camp, where there were some 200 or more Indians; among them say 50 warriors, with good rifles and ammunition. The chief received the guide cordially, and treated him well. He stated that he was on his way to camp Izard, on the Withlacoochee, where he expected to meet other Indians, (Tallahassee,) and from there they would all go to Tampa. The reason he gave for not going in to Col. FANNING's camp at once was the delay it would occasion. This is rather suspicious, and I must frankly tell you the whole story is not credited very strongly. I give you the report as I got it; you must make your own reflections on it, and give it as much credit as you think it is worth.

"Another report from Tomoka John is, that a band of runaway Creeks is in the country below the mouth of the Ocklawaha, between the Silver spring and the Ahapopka, who are ready and willing for a fight. A few days will probably test the truth of this report.

"Col. HARNEY arrived a few days since from Tampa. He states that 29 Indians, a few women included, have given themselves up to Capt. JOUETT, at Fort Cross, (on the road from Fort Clinch to Tampa.)

"Gen. TAYLOR was at Deadman's Bay on the 20th. A letter from there states that Major NOEL, of the 6th, with four companies, had gone out towards the head waters of the Econfinney, in search of a hostile band, said to be embodied there.

"This is, I believe, all the Indian reports we have had since I wrote you. The weather has been extremely cold. The thermometer, on Monday morning was down to 26°. I am almost certain that the young orange trees are touched. I saw ice an inch in thickness. This, you will allow, is very cold."

## ARRIVALS AT WASHINGTON.

Jan. 7—Capt. G. S. Dime, 2d Arty.,	Gadsby's.
Lt. R. Bennett, acting P. M.	Polk's.
Brig. Gen. J. E. Wool, Insp. Gen.	Fuller's.
Lt. G. H. Pegram, 1st Infy.	Brown's.

## LETTERS ADVERTISED.

NORFOLK, Jan. 1, 1839.

NAVY—Captain — Smith, Lieuts. J. Glynn, S. S. Payne, 2; Purser H. Etting, 2; G. F. Sawyer, 4; Dr. R. W. Leacock; Mid. P. U. Murphy, H. Waddell, H. H. Lewis, G. R. Gray, — McClary.

CHARLETON, S. C., Jan. 1—Capt. R. B. Screven.

SAVANNAH, Jan. 1—Capt. J. R. Vinton.

UNPAID LETTER REFUSED—Columbus, O., Jan. 6.

## PASSENGERS.

NEW ORLEANS, Dec. 18, per ship Orleans, from New York, Lieut. R. E. Temple, of the army, on the way to assume the command of Baton Rouge arsenal. Dec. 22, per sloop Aid, from Tampa Bay, Lieut. — Baker, of the army. Dec. 21, per steamboat Ricenzi, from St. Louis, Lieut. S. B. Thornton, of the army.

ST. AUGUSTINE, Dec. 20, per steamer Wm. Gaston, for Black creek, Paymaster J. S. Lytle, of the army.

SAVANNAH, Dec. 30, per steamboat Wm. Seabrook, from Charleston, Lieut. W. A. Brown, of the army. Dec. 26, per ship Milledgeville, from New York, Lieut. E. R. Long, of the army, and family. Jan. 2, per steamboat T. Salmond, from Charleston, Lt. W. W. Mackall, of the army.

## COMMUNICATIONS.

## FLORIDA WAR.

*Gen. Taylor's plan of the campaign of 1838-9.*

FORT BROOKE, TAMPA. E. F., Dec. 22, 1838. The campaign of the winter of '38 and '39 has been opened. Gen. TAYLOR, with nearly two regiments of troops to sustain him, is about to penetrate the swamps and hammocks lying between the Suwannee and Deadman's bay. It is thought that in two or three weeks, and perhaps as many days, he will meet the enemy in his strong holds, and by one grand blow destroy all his power in the north and west of the peninsula. Positive information has been received that about 200 warriors, principally Creeks and Tallahassee, are now assembling in the vicinity of Deadman's bay, where they intend to make a stand. Our only fear is that they will not allow themselves to be brought into an engagement; a fight is all we want. It will certainly result in the death of many of the Indians, and at the same time frighten into action or submission all the remaining parties in the north. If our gallant old General should meet the enemy, we will look upon the war, as already ended. Flags of truce, and feigned negotiations are not to be allowed to interfere with the result of a battle. No such devices will be permitted to afford the enemy a chance of escape, should he once be got within reach of our troops. General TAYLOR, if he can find the enemy in force, will fight him at all hazards; and if he does, we confidently predict that he will thus put a stop to the incursions of the Indians on the settlers.

In the mean time, while Gen. TAYLOR is in pursuit of the enemy west of the Suwannee, Col. DAVENPORT, with 200 or 300 men, is engaged in scouring the hammocks along the Withlacoochee, where it is known there are several small parties of Indians. Many of these will no doubt be met and taken, or compelled to leave their hiding places and move south to the everglades, or east, to the region of the Ochlawaha and St. Johns. If the Indians should attempt to reach the everglades, they will very probably be taken by the troops under the command of Col. CUMMINGS, who will very shortly be engaged in cutting a road and establishing posts between this place and Fort Mellon. Or if they should not be thus taken, the completion of this line of forts (which will be by February) will effectually prevent them from returning to any of the country north of that line; while the troops occupying the region from Fort Mellon to the Eastern coast, will most effectually prevent the Indians in the south from re-occupying the country east of the St. Johns.

Effectual provision is made, also, to drive to the south, or to cut up, the Indians who still linger in the swamps and hammocks of the Ochlawaha. Four or five companies of dragoons are ordered to scour this country, and all that west and south of St. Augustine. To open the Ochlawaha country to the operations of our troops, Major CHURCHILL, with five companies of the 3d artillery, is engaged in opening a road from Pilatka, (which is situated on the St. John, just below the mouth of the Ochlawaha) towards Fort King; while Major BELTON, with two

companies of the 4th Artillery, operates towards Pilatka, as far as Payne's Landing.

All these measures seem to be well calculated to cut up the enemy, to dislodge him from his hiding places, to drive him to the south, or force him to submission. Such a number of troops operating in detachments, and all at the same time, on the different strongholds of the enemy, will prevent him from assembling in force, or from forming any general plan of operations. They will find themselves pursued by small but flying masses of troops, which, from their very smallness, can move with more despatch and secrecy, and therefore with more certainty of success than large bodies of troops, encumbered by trains of from 100 to 200 wagons. And it cannot be objected that these small detachments will be liable to be cut off by superior numbers of the enemy, because the Indians themselves will by this plan be kept from assembling, at any time or place, more than one-third of their number.

The Indians in the everglades, and along the southern coast and Keys, will stay there so long, it is probable, as they are unpursued, and enabled to live there in security and plenty. The Indians along the Ochlawaha, will be kept within the swamps and hammocks along that river, so long as the flying detachments along their borders, keep them in apprehension for their safety; or if they attempt to escape to the Withlacoochee or the everglades, they will be pursued and cut to pieces; and if not pursued will be met by the troops under Col. DAVENPORT, or Col. CUMMINGS. It is thus that they are to be attacked at the points north of Tampa and Fort Mellon, and that, too, with force sufficient to pursue them to the last extremity.

Supposing them to hold out, three months more will enable troops (if General TAYLOR's plan is carried into effect with spirit, energy, and boldness, by the officers in command of the different detachments) to drive the enemy from every point north of 28° latitude; that is, north of Tampa. Half, and nearly all the habitable part, of Florida will then be taken from the Indians. And this done, but little more of blood and treasure need be expended in the redemption of the swamps and everglades of the south. A few troops to occupy the posts between Tampa and Smyrna on the eastern coast, and to keep a vigilant guard on the intervals between the posts, to see that the enemy does not return to the north, will enable us to drive him to the south of the peninsula. Here the enemy will find a sufficient number of hiding places, if he should avail himself of them, to afford us sufficient leisure to digest new plans for his conquest.

These measures of General TAYLOR seem already to have their effect. In addition to about 120 Indians who have been here for a month or two, waiting to be sent west, about thirty Indians, at whose head was a sub-chief, gave themselves up at Fort Cross last week, and are now here, obedient to the will of the Government. It is rumored, too, that many others, both north and south of this place, intend to come in soon, and deliver themselves up to General TAYLOR. Many more, we are told, would come in, but they have heard that England is going to fight us, and they think they will then be allowed to remain, and all the troops be ordered away.

## A SUBALTERN.

## STEAM BATTERIES.

## No. 3.\*

WASHINGTON, Jan. 6, 1839.—In my last I hinted that I would make a computation of the probable cost of a fully equipped armed steam ship; but, as I have not the means of ascertaining precisely (at this time and place) what the machinery, boilers, &c., could be constructed for, such as would be required

\* For Nos. 1 and 2, see extracts from the Washington Chronicle in another column.

for a steam ship of twelve hundred tons burthen, I must confine myself exclusively to the hull. The cost of this I shall be enabled to arrive at by a very simple mode of calculation, as I am well advised that the contract price for building the hull of a vessel of the very best white oak and locust timber is, generally under thirty dollars per ton; but in consequence of the difference of time that it would take to construct a vessel in a navy yard, where the work is always done *by the day*, I will set it down at full thirty dollars. For a ship of twelve hundred tons, this would amount to thirty-six thousand dollars; then, if we take into consideration the spars, rigging, sails, &c., necessary for a sailing vessel, and the wear and tear of those articles, we must come to the conclusion that a steam vessel will cost very little, if any, more than a ship constructed on the old established plan, and propelled by sails only. I am unable to judge accurately, but am inclined to be of opinion that fifty or sixty thousand dollars, at the outside, would be fully sufficient to provide a ship of that class with all the requisite machinery, with the apparatus pertaining included. Putting the cost of the machinery at sixty thousand dollars, the actual sum for constructing and rendering a steam vessel capable for sea service, would not amount to one hundred thousand dollars. That such vessel, so constructed, as I have estimated in a former letter, can be made equal to, and in every way as efficient for, warlike purposes, as any man of war in our service, has ever been, and ever will be, my unbiased opinion.

The idea that steam vessels cannot be employed in navigating the Atlantic ocean is daily becoming more and more ephemeral, and with me long has been so, as I have frequently seen English and French steamers riding out gales in the Mediterranean (in the Gulf of Lyons and Adriatic) as comfortably as ever did any vessel under double-reefed main-topsail. Of their utility for defensive purposes on our own great length of unprotected sea coast, no one can doubt. It must be fully apparent to the most uninformed, that it would be utterly impossible for an enemy, with any force of sailing vessels, however large, to blockade our ports for any length of time. These steamboats could, during calm weather, run out and take them at whatever advantage they pleased; and if they could catch one of the fleet, separated from the combined force, what would be more easy than, after raking her fore and aft for a while, to get out a line and take her in tow safely into the harbor?

It has long since been decided that England cannot again blockade the ports of France; and it is time that we, too, should begin a system of defence which must render formidable the same impression respecting our own harbors, which, as is well known, are not one quarter as well protected by fortifications as are the sea ports of France.

On the absolute necessity of having steam vessels added to our naval establishment, it is useless (here) for me to enlarge. Any person at all acquainted with maritime affairs, must be aware, that if an unfortunate occurrence should ever again place the bone of contention between us and either of our good friends, John Bull or Johnny Crapeau, they would, to a moral certainty, avail themselves of their superior advantage over us, (which they at present undoubtedly possess,) by ranging along our coast, from Maine to Louisiana, all the steam ships they could muster; and that would not be a small number, for England has already a goodly fleet of armed steam vessels, and, by accounts received, more are on the stocks. As for the danger that a steam ship would be subjected to on our coast in the winter season, why, it cannot be greater than that of a sailing craft. I am inclined to think their chance of escape would be somewhat better than that of any other; for, certainly, they could with much greater facility work off a lee shore, and two or three days

would run them into the harbor of Bermuda, from almost any point of our coast. An experienced sailor can tell pretty accurately, when a north easter is brewing; and he would not wait for ocular demonstration before he would be up and away for a harbor of safety, there to ride out the gale and prepare to renew operations again when it subsided.

These considerations, I hope, will be of sufficient importance to urge the early attention of our honorable Representatives to the subject. S

### CONGRESSIONAL DOCUMENT.

ROGER JONES. [To accompany bill H.R. No. 481.]

JANUARY 27, 1838.—MR. MCKAY, from the Committee on Military Affairs, made the following Report: *The Committee on Military Affairs, to which was referred the petition of Roger Jones, Adjutant General of the army, report:*

That this case is very fully explained in the petition and accompanying documents to which reference is made. The argument by which the petitioner's claim to the pay and emoluments of his brevet rank is supported will be found in his letter, marked A, addressed to the Secretary of War. Though the committee is not satisfied that the act of Congress regulating the pay and emoluments of brevet officers, approved the 16th April, 1818, embraces cases of this sort, yet, as it has been applied to them, as is evident from the precedents cited, they can see no reason why the petitioner's case should be made an exception; and they therefore report a bill for his relief. In doing this, however, the committee will not be understood as either sanctioning the aforesaid precedents, or as being willing to extend the provisions of the act of the 16th April, 1818, to any other cases that may arise, though analogous to this.

*The petition of Roger Jones, a citizen of Virginia, and colonel in the army of the United States, to the honorable the Senate and House of Representatives of the United States of America in Congress assembled, respectfully sheweth:*

Your petitioner asks leave respectfully to state, that prior to the late war with Great Britain he was a lieutenant in the service of the United States; and that, immediately after war was declared, he received the commission of captain of artillery.

That he actively served on the frontiers, and in the enemy's territory on the Niagara and the St. Lawrence, during the whole of the late war.

That at its close, he left the lines with the rank of lieutenant colonel by brevet, for conduct and services, in the field, which his superior officers and the President of the United States, were then pleased to consider as "gallant and meritorious."

That in the year 1818, the President appointed him the adjutant general of the northern division of the army, with the rank, pay, and emoluments, of a colonel; which appointment carried him to the frontiers of New York, where he sedulously performed his appropriate duties until the reduction of the army in 1821.

\*Brevets conferred by President Madison.

Gen. Jones's first brevet,—that of Major—was conferred on the lines, when Captain of artillery, by President MADISON, "for distinguished services in the conflict of CHIPPEWA," July 5, 1814; and the brevet of Lieutenant Colonel dates from the 17th Sept. 1814, being the day of the memorable SORTIE from Fort Erie, under the victorious BROWN, "in which Major JONES was distinguished for his gallantry and good conduct." In 1831, President JACKSON conferred on Colonel JONES the brevet of Brigadier General, "for ten years' faithful service in our grade."—*Ed. A. & N. C.*

And your petitioner further states that, in the year 1825, the President again appointed him adjutant general, with the rank and the like pay and emoluments of a colonel; since which time he has been stationed at the seat of Government, as the adjutant general of the whole army.

That his duties, official responsibilities, and labors in the War Department, and at the headquarters of the army, have been more than quadrupled.

That, besides the zealous performance of all the incumbent duties as adjutant general of the army, under the major general commanding-in-chief, other important services are, by established usage, confided to and executed by your petitioner, as a military functionary of the War Office, under the authority of the Secretary of War.\* And, with what ability or zeal this double series of arduous duties and varied services have been rendered for so many years, the records, the honorable Secretary of War, and others conversant with the matter, can best judge and attest.

And your petitioner begs leave further to state that, in 1834, the present Chief Magistrate, by and with the advice and consent of the Senate, was pleased to confer on your petitioner the brevet rank of a brigadier general, in consideration of the performance of "faithful service for ten years," in the grade of colonel. And it is with regard to the bestowment of this last-mentioned brevet, opening the way as it does,

*\*Memoranda of some of the practical duties which devolve on the adjutant general of the army, "relative to military commissions," as a functionary in the War Office, under the Secretary of War.*

I. The office of the adjutant general of the army, as one of the oldest military bureaux of the War Department, is the repository of the records which refer to the personnel of the army, in war as well as in time of peace; and of the military history of every officer and soldier, from the earliest period of the Government, so far as those may have been preserved.

II. The adjutant general is responsible to the Secretary of War for the registry of all military officers; and in his office is prepared and kept the record of all executive action relative to—

1. Appointments in the army.
2. Promotions.
3. Resignations.
4. Deaths.
5. Dismissals and other casualties.
6. All military commissions issued and distributed.
7. The official army register required for Congress, pursuant to resolutions of the Senate and House of Representatives.

III. In this military bureau of the War Office the names of all enlisted soldiers are entered, and their size-roll and enlistments recorded and filed.

IV. It is in this office where the monthly returns of the troops and the muster rolls of companies, required by the 13th and 19th articles of war, are received and kept.

V. Where the inventory of the effects of deceased officers and soldiers are forwarded and recorded, as required by the 91th and 95th articles of war.

VI. Where the original proceedings of general courts martial are deposited and entered. See 90th article of war.

VII. In this office all the duties connected with the recruiting service are conducted: the detail of officers, furnishing of funds, assignment of recruits to different regiments, (under the general-in-chief.)

VIII. Where all the general regulations and orders which emanate from the Executive are communicated to the army.

IX. In this office the annual returns of the militia of the several States and Territories are received and deposited for safe-keeping, as well as the returns of the arms, munitions, and accoutrements, pertaining to the same, required by law to be made to the President of the United States.

X. The general returns of the militia of the United States, required for the use of Congress, pursuant to the act of March 21, 1833, are consolidated in this office.

XI. Here, also, all appointments and commissions of the officers of the militia of the District of Columbia are registered and distributed, &c. &c.

now, for the first time, for the application of the contingent provisions of the special law of 1818, by which your petitioner hopes, not without reason, to obtain from your honorable body that relief and consideration to which he humbly conceives his station and his vastly augmented duties and labor justly entitle him.

Your petitioner respectfully submits, herewith, as the argument in the case, his letter A, of the 25th of January, to the honorable Secretary of War, in which he believes the claim to compensation according to his rank by brevet to be fairly established, as well by the precedents cited as the reasoning and just analogies and usage in the military service. Nevertheless, the honorable Secretary of War, duly appreciating, as he does, the services of your petitioner, and the more than equitable title to the higher compensation, is of opinion\* that, under the language of the law, the benefits of its provisions cannot be extended to his case. This decision, therefore, virtually concedes a monopoly of the contingent benefits of the statute to one class of brevet officers, and excludes another class, in which brevets may have been won for "gallant conduct," even in the same field. It also denies the right of your petitioner, now and forever, to any participation of these benefits, and makes an exception of his case; for the precedents cited in the argument are admitted to be directly in point, the officers being of the staff with brevets, and, like your petitioner, serving as the chiefs of Military Bureaux in the War Department.

In consideration of the premises, therefore, your petitioner respectfully prays that your honorable body may be pleased to adopt such measures, if to them it should seem just or reasonable, or otherwise so explain the act, entitled "An act regulating the pay and emoluments of brevet officers," approved April 16, 1818, as will allow and grant to him the pay and emoluments of his brevet rank, from and after the date of such commission, provided that the amount which he may have received as adjutant general, in virtue of his rank as colonel of cavalry, be deducted therefrom.

And your petitioner, as in duty bound, will ever pray.

ROGER JONES,

*Adjutant General of the Army.*

WASHINGTON, February 9, 1837.

B.

WAR DEPARTMENT, February 8, 1837.

I have carefully examined General Jones's communication of the 25th of January, and the several documents therein referred to, and have consulted the President thereon.

*The laborious, extensive, and important character of the adjutant general's services justly entitle him to the pay and emoluments of his brevet rank; especially as, since his accession to the brevet rank of brigadier, the duties of the office have greatly increased, in consequence of the heavy military operations and other special matters which have demanded his attention. It is evident, also, that several of the precedents cited by him, of the chiefs of bureaux who receive the pay and emoluments of their brevet rank, are directly in point, particularly those of the colonel of the corps of engineers and the head of the Topographical bureau.*

The President, however, has always doubted whether the acts of Congress allowing brevet pay were intended to embrace cases of this sort; and though he has not interfered with the usage which he found in force when he came into office, has not deemed it expedient to extend it to any new case. Concurring in those doubts, and being only temporarily charged with the care of the Department, I could not think it proper to grant the within application

\*See the honorable Mr. Butler's decision of February 8, 1834, herewith respectfully submitted, (B.)



without the express authority of the President, which, for the reasons above stated, is necessarily withheld.

Under these circumstances, General Jones will be obliged to appeal to Congress; and, as I think his case is one of great merit, I trust it may receive the early and favorable action of that body.

B. F. BUTLER.

—

C. OCTOBER 1, 1836.

I have examined with much care the claim of General Jones to be allowed his brevet pay.

So far as brevet pay is allowed to officers on account of their personal services, the claim of General Jones is a very strong one. I have found him an able, faithful, and zealous officer, and his services are of the same nature, and his liability to expense the same as other military officers having brevet rank stationed at the seat of Government. Were I free to act agreeably to my wishes, I should allow the claim without hesitation; but as the case does not appear to come within the written rules on the subject, being one of the class cited in the argument of precedents; and as it should, like these, be determined by the same unwritten rules of analogy, as to the principles of the service and the nature of military duties, the case is respectfully submitted to the President, together with General Jones's argument, which takes a full and I think a just view of the subject.

LEW: CASS.

—

A. ADJUTANT GENERAL'S OFFICE,  
Washington, January 28, 1837.

SIR: I respectfully request that you will take into consideration the propriety of allowing to the adjutant general of the army, his brevet pay and emoluments. Some remarks, illustrative of the subject and of the equity of the case, may be proper.

After various modifications of the general staff during the late war, the act of March 3d, 1813, provided for one adjutant and inspector general of the army, with the rank, &c., of brigadier general, and eight adjutants general of division, each with the rank of colonel of cavalry. The duties of a division adjutant general were limited to the particular division in which he served, while those of the adjutant and inspector general extended to the entire army, whose station was in the War Office, being there an indispensable functionary of that Department of the executive Government. At the close of the war with England, the act fixing the peace establishment abolished nearly the entire general staff. But, such being the requirements of the public service, President Madison then provisionally retained such branches of the staff as were indispensably necessary for the public service. Of this provisional staff, so retained, was the adjutant and inspector general of the army, and two adjutants general of division, each of whom was assigned to one moiety of the army, for duty with the troops under the orders of the respective commanding generals, while the principal staff officer, with the rank of brigadier, continued to discharge his important duties at the seat of Government. The act of April 24th, 1816, confirmed the provisional arrangement of the President, and the staff retained by him was now incorporated in the permanent peace establishment. This organization, under the confirmatory act of 1816, was still less perfect than it should have been, and among other improvements, as seen by the act of the 14th March, 1813, it was further completed by the addition of another important office, that of quartermaster general of the army, like that of the adjutant and inspector general of the army, then with equal rank, was created and established in the War Department. This efficient organization of the staff, which the experience of the war with Great Britain, and six years' subsequent peace, had tested and matured, continued

in successful operation until the reduction of the army in 1821. The adjutant and inspector general of the army, the two adjutants general of division, with their four assistants, were then all disbanded, and in lieu of these, one adjutant general, with the rank of colonel, (one of the division adjutants general,) was retained by the act, who, by executive arrangement, has ever since his appointment discharged the duties of adjutant general for the whole army. Besides being charged with the execution of these appropriate staff duties in the central office, of orders and military correspondence under the major general, other important services are rendered by the adjutant general, as a functionary of the War Office, under the Secretary of War.\* Thus he performs a double series of duties, with the rate of compensation diminished in the ratio of the difference between an unavoidable increased expenditure in this expensive metropolis, and the economy easily observed at almost any military post. This, then, is the true state of the case; higher and more arduous duties, in amount more than quadruple, have devolved on this functionary, without the corresponding increase of compensation which is usually allowed in cases of superadded labor and responsibility; his compensation being no more than was formerly deemed to be due to a division adjutant general at a cheap post in the interior. This state of the service has been the result of unavoidable circumstances, not within the control of the Executive. But recently the case has been changed. The brevet of brigadier general, for fourteen years' faithful service in the grade of colonel, being now held by the adjutant general, places him in the power of the Executive, in virtue of the provisions of the law of 1818, regulating the brevet pay to accord to him, as in other like cases, the corresponding emolument; being such as pertained to the same office when held by his predecessor.

The foregoing recital shows that my predecessor was a brigadier general under the law; the history of the service attests that the duties of the present adjutant general exceed those of the late "adjutant and inspector," by all the duties now performed in the adjutant general's office which pertain to the headquarters of the army; for, prior to 1821, these were divided between the headquarters of the two major generals of division, each of whom had an adjutant general associated with him; but since 1821, these division staff duties have devolved on one staff officer, but which, to this extent, superadds to the business in this office, i. e. the former office of the late "Adjutant and Inspector General."

I may, therefore, respectfully assert that the command I necessarily exercise, and the double duties performed in the capacity of adjutant general of the whole army, and as a functionary of the War Office, under the Secretary of War, exceed those which devolve on any other colonel, as such; and that they are at least equal to the duties and exercise of a command appropriate to the rank of brigadier general; since they are more than equal to the measure of the duties incident to the same central office in the War Department, which devolved on my predecessor, the late adjutant and inspector general of the army, who, under the law, was a brigadier general. The application of the contingent provisions of the law, with regard to the allowance of pay, according to the brevet rank of any officer, may be compared to the axiom which declares that the things equal to the same thing are equal to one another. If, for example, the colonel of a regiment, with the brevet of brigadier, should succeed to the command of a brigadier general, he would be deemed to be on duty according to his brevet rank, and would be allowed, without dispute, the compensation corresponding to such rank. Now, my case is precisely analogous to the example stated; and the provisions of the law of

\* Vide note, page 29.

1818, which justifies the paying of four major generals, when the organic law of 1821 provides for but one, also justify the claim of the adjutant general to his brevet pay, so far as any question arising out of any imagined restrictions of the organic law may be supposed to conflict with such claim.

I proceed now to examine some of the facts of the service from which may be deduced the practical interpretation of the law, as heretofore declared in other cases, and which authorized the allowance of brevet pay, &c. With regard to the allowance of brevet pay to officers of the line, the printed rules are clear and specific, just and liberal, and many officers at this time receive their brevet pay under them, among whom are three colonels of infantry, as brigadiers by brevet. But to officers of the staff, officers belonging to corps without troops, having brevets, the regulations do not apply; nor would it be an easy task to frame a written rule which could be applicable to every case. But, in this dilemma, it surely would not be argued, that therefore staff officers, officers of engineers, of ordnance, &c., who may have won brevets by gallant actions, can never receive the corresponding rates of compensation provided for by the statute. What principle, then, should test the equitable right in the case of staff officers; cases where the written regulations do not provide any rule, other than such as may be applicable to service in the line of the army? The only answer which can be responded is this: that the Executive must determine the right by analogy, by the estimate of the station of the officer, the enlarged and elevated character of the duty performed, and the importance of the services rendered; for, if the command of organized bodies of troops, if a numerical force be deemed to constitute the only possible basis on which to establish the right, then, indeed, the provisions of the special law, with regard to brevet compensation, could never apply to staff officers and engineer officers, as such; and therefore the law would be partial and cruelly unjust. But Congress never meditated the monopoly of these contingent benefits by one class of brevet officers, and their total denial to another alike meritorious; and so, in truth, has the President, more than once, wisely and justly decided. Hence the resort to the constructive rule of analogy, always held in reserve for cases which justify its application. The records show that this unwritten rule has been often applied, and its application to the analogous case of the adjutant general of the army of the United States cannot, in equity, I humbly conceive, be now withheld.

I will now turn to the list of these precedents. The Ordnance department being disbanded by the act of 1821, to reduce the army, all the duties relative thereto were subsequently conducted by the officers of artillery. In lieu of the colonel of ordnance so disbanded, the lieutenant colonel of the 2d regiment of artillery was assigned to the Ordnance office as the chief of the department, and, like his predecessor, he was stationed in the War Office, being there charged with the same description of duties. In 1823, the lieutenant colonel was promoted to the brevet rank of colonel, for "faithful service ten years in one grade;" when he was immediately allowed the pay and emoluments of his brevet rank, being exactly the same which his predecessor had received, who, under the law, was a colonel by commission; and by what rule let me respectfully ask, was this meritorious lieutenant colonel of artillery allowed the pay of a colonel by brevet, as an officer in charge of a military bureau in the War Office? Certainly not by printed regulations, for these declare that a brevet colonel must command a regiment to be entitled to pay as such; and the law provides that a regiment shall consist of ten companies.

The colonel of the corps of engineers was promoted to the brevet rank of brigadier general the 16th of March, 1829, to take rank from the 24th of May, 1828;

and the present Chief Magistrate decided that this meritorious officer was performing duties according to his brevet, and he has been allowed the corresponding pay, from the date of the commission. And by what rule? Certainly not the written rule, for this declares that, to be entitled to his pay, a brevet brigadier must command a brigade, which, by the regulations, is composed of two regiments, &c.

The senior major of the topographical engineers is a lieutenant colonel by brevet, and he is also deemed to be on duty according to his brevet rank, and deservedly receives the corresponding pay. And by what rule? Certainly not the written one, for that would require him to be in command of a battalion of not less than four companies; but the written rules relative to the allowance of brevet pay were made for, and are only applicable to, officers of the line when exercising command over regularly organized bodies of troops; nor could these with any regard to equal justice, be considered as common to the class of brevet officers, whose habitual duties separate them from service in the line with organized bodies of troops. Hence the resort to the rule of analogy derived from the spirit of the law, and which has been applied to the several cases of the respected officers just referred to. Accordingly, the measure of their right to the exercise of brevet rank, with respect to pay, was determined as each case arose by the President's just estimate of the station occupied, the importance of the service rendered, the elevated character of the duties performed, and the resemblance in all to the exercise of higher functions in virtue of rank by brevet, in cases of officers of the line.

To the benefit of these just and obvious principles, which have been favorably applied to similar claims of other brevet officers of the army serving in the War Department, I think I have a reasonable and just claim; and this, I believe, is the sentiment of nearly all the officers of the army whose attention has been drawn to the subject. The principle, having been decided by the Executive in each of the foregoing cases, must now be considered as settled. I will not permit myself, therefore, to apprehend that an exception will be made in my case.

I may appropriately remark that, since the reduction of the army in 1821, two regiments of dragoons and the ordnance corps have been added to the army, which, to that amount, considerably increase the duties of the adjutant general.

I deem it proper respectfully to state that I submitted my claim for the decision of the Secretary of War, the Hon. Mr. Cass, not long before he left the Department; and the letter I now have the honor to present for your action is a revision of the one which I laid before your predecessor and which he answered favorably, but not finally, on the 1st of October, just two days before he left the office. The great pressure of public business before the President at the time, and his subsequent indisposition, with other considerations relative to my own official engagements, have prevented me from laying this reasonable claim before you for final decision sooner than in the present month.

I am, sir with great respect and consideration, your obedient servant,

ROGER JONES,

Adjutant General of the U. S. Army.

HON. B. F. BUTLER,

Secretary of War, ad interim.

ARMY REGISTER—Corrected to the 1st Sept., 1838.—A few copies only remain for sale at this office.

\* \* \* EARLY ORDERS for the Army Register for 1837 are respectfully solicited, to prevent disappointment to those who wish copies, as well as to determine the extra number to be printed.

NAVY REGISTER, for 1838.—A few copies for sale at a reduced price. Dec. 13—31.

## ARMY.

## OFFICIAL.

GEN. ORDERS. } ADJUTANT GENERAL'S OFFICE,  
No. 3. } Washington, Jan. 5, 1839.

I...The regiments employed on active duty in Florida, and those serving on the northern frontiers, having received all the recruits enlisted since July, or that could be furnished, (the former 830, the latter 442,) the superintendent will now take prompt measures to despatch to the southwestern frontiers, via New Orleans, the number of recruits required for the 3d and 4th regiments of infantry, at the following designated Posts:

4th Regiment of Infantry, Fort Gibson,	471
3d Regiment of Infantry, { Fort Jessup (4 companies) 156	
{ Fort Towson (4 comp's) 210	
{ Fort Smith (2 companies) 137	

Total, 974

II...Musicians and artificers will be assigned to the several parties of recruits, in proportion to the number of companies stationed at each of the posts designated; and the quality of the men in other respects, especially in reference to size and stature, will, agreeably to usage be equally distributed, so that each regiment may receive its due proportion of recruits of like quality.

III...Commanders of regiments will, from time to time, make their requisitions on the General Superintendent for drummers and fifers, who will furnish them accordingly, having due regard to the wants of each regiment respectively; and in order to supply at the earliest day practicable, the full complement of musicians required for each company, the Superintendent is authorized to increase the number of boys enlisted for the purpose of learning music at the principal depot.

IV...The recruits enlisted at New Orleans for the 3d and 4th regiments of infantry will be sent to regimental Head Quarters (Forts Jessup and Gibson) without delay; and the necessary measures will be taken by the recruiting officers, under direction of their respective Colonels, agreeably to the regulations. Brevet Major Lear, of the 4th, now at Baton Rouge, will conduct the first detachment intended for his regiment, for which service he will repair to New Orleans without delay.

V...The men required to fill the ranks of the regiments serving on the northern frontiers, must now for the most part be recruited under the orders of the several commanding officers; for which purpose they are authorized to increase their interior stations to three. It is expected that the recruiting service by Posts, along the frontiers, will be pushed by each recruiting officer, that all commanders will exert themselves to advance the service agreeably to the Regulations. In selecting regimental recruiting stations, care will be taken not to interfere with places and sections of country occupied for the general service; nor establish any which may be too distant from the Head Quarters of the regiment.

VI...One officer of the 1st, one of the 2d Artillery, and one of the 3d Infantry, will be detached for temporary service, in command of recruits, with orders from his Colonel to report in person to Lt. Col. Clarke, the General Superintendent at New York.

BY ORDER OF MAJOR GENERAL MACOMB:

R. JONES, Adj't. Gen.

## SPECIAL ORDERS.

No. 1, Jan. 7—Lieut. A. B. Eaton, 2d Infantry, A. C. S., for duty in the Subsistence Department, and to report to the Commissary General for instructions.

No. 2, Jan. 9—Assistant Surgeon J. Martin, for duty at Augusta arsenal. Asst. Surgeon G. R. Clarke, at Mount Vernon arsenal. Leave of absence for five months to Assistant Surgeon J. B. Wells.

## RECRUITING SERVICE.

The following is a list of the several Recruiting stations for the army, with the names of the officers employed on this service.

## GENERAL SERVICE.

Lieut. Col. N. S. Clarke, 8th Infantry, superintendent; stationed in the city of New York.

Bvt. Major G. Dearborn, 2d Infy.,	Fort Wood, Principal Depot, New York harbor,
Boston, Mass., 1st Lieut. J. L. Donaldson,	1st Arty
Providence, R.I. } 1st Lieut. R. D. A. Wade,	3d Arty
Hartford, Conn. }	(temporary.)
New York city, Capt. H. Bainbridge,	3d Infy

New York city, }	1st Lieut. R. H. Ross,	7th Infy
Brooklyn, N. Y. }		
Albany, N. Y. }	1st Lieut. A. C. Myers,	4th Infy
Schenectady, N. Y. }	1st Lieut. R. Allen,	2d Arty
Utica, N. Y., }		
Syracuse, N. Y. }	1st Lieut. G. P. Field,	3d Infy
Anbura, do }		
Philadelphia, Pa. }	Bvt. Major W. M. Graham,	4th Infy
Reading, do }	2d Lt. W. Potter (temp'y)	7th Infy
Easton, do }		
Trenton, N. J. }		
Pittsburgh, Pa. }	Captain F. Lee,	7th Infy
Baltimore, Md. }	Capt. D. S. Miles,	7th Infy
	1st Lieut. W. Chapman,	5th Infy
Newport, Ky. }	Capt. G. Andrews,	6th Infy
	2d Lt. N. Hopson, (temp'o'y)	7th Infy
Louisville, Ky. }	Capt. J. B. Clarke, (temp'o'y)	3d Infy
Raleigh, N. C. }	Capt. S. Mackenzie,	2d Arty
Fayetteville, do }	(temporary)	

## DRAGOON SERVICE.

Capt. E. V. Sumner, 1st Dragoons, Superintendent; stationed at Carlisle Barracks.

New York city, }	1st Lieut. W. N. Grier,	1st Drags
Carlisle, Pa. }		
Harrisburgh, do }	2d Lieut. C. F. Ruff,	2d Drags
Baltimore, Md. }		

## REGIMENTAL RECRUITING STATIONS.

Whitehall, N. Y., }	1st Lieut. M. J. Burke,	1st Arty
	2d Artillery.	
Rochester, N. Y., }	Capt. A. Lowd,	2d Arty
Buffalo, do }	1st Lieut. J. Sedgwick,	2d Arty
Cleveland, Ohio, }	1st Lieut. J. Duncan,	2d Arty
	3d Infantry.	
New Orleans, La. }	1st Lieut. A. G. Blanchard,	3d Infy
	4th Infantry.	
New Orleans, La. }	Captain G. W. Allen,	4th Infy
	5th Infantry.	
St. Louis, Mo., }	1st Lieut. D. Ruggles,	5th Infy
Jefferson Barracks, }	1st Lieut. J. H. Whipple,	5th Infy
	8th Infantry.	
Watertown, N. Y., }	Captain J. A. Phillips,	5th Infy
Canandaigua, do }	Captain E. B. Birdsall,	8th Infy

In addition to the interior regimental stations above-mentioned, at each military post an officer is assigned by his Colonel, whose duty it is to recruit for the garrison; and who, under the direction of the commanding officer of the post, we believe, is authorized to send his party to the neighboring villages and surrounding country.

## NAVY.

## ORDERS.

Jan. 2—Captain D. Turner, command of frigate Constitution, and flag officer of the Pacific squadron.

4—Surgeon J. M. Greene transferred from the Constitution to the Brandywine.

4—Sur. T. B. Salter, fleet Surgeon Pacific squadron.

5—Passed Mid. W. T. Mace, navy yard, Norfolk.

7—Comm. E. P. Kennedy, Inspector of Ordnance and ammunition.

8—Chaplain P. G. Clarke, transferred from the Constitution to the Brandywine.

Lieut. E. T. Doughty and P. Mid. W. B. Ludlow, to take passage in the frigate Macedonian, for duty in W. I. squadron.

## RESIGNATION.

January 8—Charles H. Piper, Midshipman.

## VESSELS REPORTED.

The U. S. revenue cutter Woodbury, Lt. Comdt. J. S. Nicholas, was lying at the South West Pass of the Mississippi on the 25th ult., to carry despatches to the coast of Mexico.

A ship, brig, and two schooners of the Exploring Expedition, spoken (date not given) lat. 7° N—lon 20° 59' W.

## DEATH.

At his residence in Hampshire county, Virginia, on the 23d of December, Mr. JOHN DAVY, aged 103 years, 1 month, and 17 days. The deceased came to this country as a drummer, with Gen. Wolfe, and was in the great battle fought at Quebec, between the British and France. He served also in the American army during the war of the Revolution.—*Romey Intel.*

# ARMY AND NAVY CHRONICLE.

Published by A. B. Claxton & Co., at \$5 a year, payable in advance.

VOL. VIII.—No. 3.] WASHINGTON, THURSDAY, JANUARY 17, 1839. [WHOLE No. 211.

## CONGRESSIONAL DOCUMENT.

### THE UNITED STATES AND PENNSYLVANIA.

#### DOCUMENTS

*Accompanying the Message from the President of the United States, transmitting correspondence between the Executive Government of the United States and the Governor of Pennsylvania.*

HOUSE OF REPRESENTATIVES, Dec. 19, 1833.

Read and laid upon the table.

#### LIST OF DOCUMENTS.

- No. 1. Report from the Secretary of State.
- No. 2. do. from the Secretary of the Treasury.
- No. 3. do. from the Secretary of War.
- No. 4. do. from the Secretary of the Navy.
- No. 5. do. from the Postmaster General.

[Nos. 1, 2, and 5 omitted.]  
No. 3.

WAR DEPARTMENT, Dec. 19, 1833.

SIR: In obedience to your direction, I have the honor to submit the accompanying copies of documents, which embrace the correspondence with the Governor of Pennsylvania, and contain the information called for in the first clause of the resolution of the House of Representatives of yesterday's date, viz—

- A. A letter of Captain E. V. Sumner, commanding the detachment of Dragoons at Carlisle, Pennsylvania, communicating a call of the Governor of that State on him for a military force, and his answer.
- B. Answer of this Department thereto.
- C. A letter and accompanying documents from the Governor, addressed to the President, calling on him to furnish a military force.
- D. The answer of the Department thereto.
- E. The reply of the Governor to this answer.
- F. The answer of the Department to this reply.
- G. A second letter from Capt. Sumner, enclosing a second one from the Governor to him.
- H. A letter from this Department to Major Craig, in command of the United States arsenal at Pittsburgh.
- I. A letter from Capt. G. D. Ramsay, in command of the Frankford arsenal, Pennsylvania, to the Colonel of Ordnance, stating that a requisition had been made on him by the Governor for fixed ammunition.
- K. Letter from the Colonel of Ordnance to Capt. Ramsay, asking what stores had been issued by him in pursuance of the Governor's requisition.
- L. Reply of Capt. Ramsay thereto, with an invoice of the stores issued by him.
- M. From the Colonel of Ordnance to Capt. Ramsay.
- N. Letter from Capt. Ramsay in answer.
- O. From the Colonel of Ordnance, directing Captain Ramsay to report in person at the seat of Government.

In reply to the second clause of the resolution, I have to state that no officer of the Department has "instigated or participated in the riotous" proceedings referred to in the resolution.

Very respectfully,

Your most obedient servant,

J. R. POINSETT.

TO THE PRESIDENT OF THE UNITED STATES.

—  
[A.]

CARLISLE BARRACKS, Dec. 13, 1833

SIR: I forward herewith a letter that I have re-

ceived from Governor Ritner, together with my reply to it.

I am, sir, very respectfully,

Your obedient servant,

E. V. SUMNER,

Capt. 1st Dragoons, comm'g.

To Brig. Gen. R. JONES, Adj't. Gen.

—  
HARRISBURG, Dec. 5, 1833.

SIR: An insurrection having broken out at this place, by which the regular functions of the State Government have been completely interrupted, and the State capital thrown into the possession of a lawless mob, to the exclusion of the Legislature, I hereby request you forthwith to march the troops at your command to Harrisburg, for the protection of the constituted authorities of the Commonwealth, for the suppression of the insurrection, and for the preservation of our republican form of government, agreeably with the Constitution of the United States.

I am, sir, &c.,

JOSEPH RITNER.

To Captain SUMNER,

Of the U. S. dragoons, stationed at Carlisle.

—  
CARLISLE BARRACKS, Dec. 5, 1833.

SIR: I have the honor to acknowledge the receipt of your letter of this date, and I hasten to reply to it. As the disturbance at the capital of this State appears to proceed from political differences alone, I do not feel that it would be proper for me to interpose my command between the parties. If this not proceeded from any other causes, I would offer you the services of my command before you will receive this letter.

I am, sir, with high respect,

Your obedient servant,

E. V. SUMNER,

Capt. 1st dragoons, comm'g

The Hon. J. RITNER.

Governor of Pennsylvania.

—  
B.

WAR DEPARTMENT, Dec. 8, 1833.

SIR: The Department approves of your reply to the requisition of the Governor of Pennsylvania. In doubtful cases similar orders must be transmitted, by direction of the President of the United States; and, in all cases, where the seat of Government is near the theatre of the disturbance, the necessity must be very urgent and palpable, to justify an officer commanding a detached post in marching his forces to repress an insurrection, without authority to do so from this Department.

Very respectfully,

Your most obedient servant,

J. R. POINSETT.

Captain E. V. SUMNER,

Carlisle, Pennsylvania.

—  
C.

HARRISBURG, (PA.) Dec. 7, 1833.

SIR: It is my exceedingly unpleasant duty officially to inform you that such a state of domestic violence exists at this place as has put an end, for the present, to all the exercises of the regular functions of the State Government. The Senate of the State has been compelled, by intimidation, to break up in confusion. The duly appointed presiding officer of the House of Representatives was prevented from calling the House to order at the hour to which it stood adjourned, and was ejected from the Hall by violence. The State Department is closed, and I

have not deemed it safe or prudent to proceed to the Executive chamber since the first disturbance, which took place on the 4th instant.

Under this state of things, I have thought it my duty to the good citizens of this Commonwealth, and to law and order, to lay the foregoing facts before you, and to request you, in accordance with the fourth section of the fourth article of the Constitution of the United States, to take measures to protect this State against the effects of the domestic violence which is now in existence.

That there may be no doubt in your mind as to the propriety of your interference at the present moment, without an application to the Legislature, it is only requisite to say that I have been officially informed that neither branch of the Legislature can, with freedom and safety, meet for the transaction of business; and, further, that though the Legislature of this State annually convenes on the first Tuesday in December, I have not yet been officially informed in the usual manner of their organization. I therefore do not believe that the Legislature can be convened, or that it is already in session.

On yesterday I made a formal application to Capt. E. V. Sumner, commanding the United States dragoons and other forces at Carlisle, for the assistance of his command, of which the accompanying papers will exhibit a copy, together with a copy of his reply.

For the full information of your excellency, I enclose the copy of the proclamation which I have issued on the occasion, together with a published statement of the facts connected with the riot in the Senate chamber, signed by a majority of the Senators, and the material facts of which have been sworn to by the Speaker and other members of the Senate, and other published documents.

It is proper to state that the most active leaders of the mob are J. J. McCahen, of the Philadelphia post office, Charles F. Muench, a deputy marshal of the eastern district of Pennsylvania, and — Penniman, said to be an officer of the custom house at Philadelphia.

I have the honor to be, sir, with great respect, your obedient servant,

JOS. RITNER.

To his Excellency MARTIN VAN BUREN,  
*President of the United States.*

—  
HARRISBURG, Dec. 4, 1838.

SIR: A mob of lawless persons made an irruption into the Senate chamber during its session this afternoon, threatened violence and bloodshed, and produced a riot and confusion, overthrowing all order, and endangering the personal safety of the members. The same men assembled last night, and I have been informed, resolved to proceed to violence unless the Senate would submit to their will. Under these circumstances the Senate cannot assemble and deliberate. I feel bound to make a communication of these facts to your Excellency, in order that you may take such measures as this extraordinary state of things seems to demand.

Yours respectfully,

CH. B. PENROSE,  
*Speaker of the Senate.*

His Excellency Jos. RITNER

HARRISBURG, Dec. 6, 1838.

I certify that the above is a true copy of the original.

J. WALLACE, *Dept. Sec.*  
[Here follows the Proclamation of the Governor.]

D.

WAR DEPARTMENT, Dec. 11, 1838.

SIR: The letter addressed by your Excellency to the President of the United States, under date of the 7th inst., was received yesterday morning and refer-

red to this Department, where it has received that respectful and earnest consideration which the high source whence it emanates, and the importance of the subject entitled it.

In this communication your Excellency informs the President that such a state of domestic violence exists at Harrisburg, as to put an end, for the present, to all the exercise of the regular functions of the State Government, and renders it your duty to request the President, in accordance with the 4th section of the 4th article of the Constitution of the United States, to take measures to protect the State of Pennsylvania against the effects of the domestic violence which your Excellency affirms to be there in existence.

The clause of the Constitution to which your Excellency refers, and the act passed in pursuance thereof, authorize the President to call on the militia only on the application of a legislature of the State, or of the executive of a State when the legislature cannot be convened. The nature of the President's duty being therefore discretionary, it is incumbent upon him to exercise the utmost care in examining into all the circumstances of the case, as well as to determine whether the occasion contemplated by the law has occurred.

The commotion which now threatens the peace of the Commonwealth of Pennsylvania does not appear to arise from any opposition to the laws, but grows out of a political contest between different members of the Government, most, if not all, of them admitted to be the legal representatives of the people, constitutionally elected, about their relative rights, and especially in reference to the organization of the popular branch of the legislature. To interfere in any commotion growing out of a controversy of so grave and delicate a character by the federal authority, armed with the military power of the Government, would be attended with the most dangerous consequences to our republican institutions. In the opinion of the President, his interference in any political commotion in a State, could only be justified by the application for it being clearly within the meaning of the 4th section of the 4th article of the Constitution, and of the act of Congress passed in pursuance thereof, and where the domestic violence brought to his notice is of such a character that the State authorities, civil and military, after having been duly called upon, have proved inadequate to suppress it.

The law, as has been already stated, requires that the interposition of the Federal Government should be invoked by the legislature of the State, unless it cannot be convened; and, notwithstanding the Speaker of the Senate states on the 4th inst. that the body over which he presides cannot assemble, and your Excellency, in your communication of the 7th inst., expresses the opinion that the legislature of Pennsylvania cannot be convened, still, from subsequent information, which although not official, comes in a form sufficiently authentic to entitle it to credit, it appears that both branches of the legislature were in session in the Capitol of the State on the 8th instant, and transacted business there; and that the Senate received messages from the House of Representatives on that day. If this be so, and there is no reason to doubt the fact, the legislature of the State has been convened since the date of our Excellency's letter. Nor does it appear, either from your Excellency's letter or the published documents which accompanied it, that the civil or military authorities of the State have refused to perform their respective duties in suppressing any existing disturbances.

Your Excellency does not even allude to their being inadequate to suppress the domestic violence of which you complain, or to protect the legislature in the performance of its official duties either at the seat of Government, or wherever else they may be convened. It appears on the contrary that a portion of

the militia of the State, who were warned by your Excellency in your proclamation of the 4th inst., an authenticated copy of which accompanies your letter, to hold themselves in instant readiness to repair to the seat of Government, have, in pursuance of the further requisition, and in compliance with your Excellency's order, actually proceeded in force to Harrisburg.

Under all these circumstances, the President thinks he shall best discharge the delicate and responsible duties imposed upon him by the constitution and the laws, by abstaining from adopting the measures indicated by your Excellency's application; at all events, until it shall have appeared that the State authorities are inadequate to preserve the public peace, and until his interposition is called for by the legislature of the State, according to the constitution and laws, or the impracticability of conveying that body made certain.

With regard to the circumstance, mentioned by your Excellency, of certain officers of Government being present at Harrisburg, and acting as active leaders in the mob, the President has directed enquiry to be made into the facts, and your Excellency may be assured that justice shall be done in the premises.

Very respectfully,

Your most obedient servant,

J. R. POINSETT.

His Excellency JOSEPH RITNER,  
Governor of Pennsylvania,  
Harrisburg, Pennsylvania.

E.

EXECUTIVE DEPARTMENT,  
Harrisburg, Dec. 14, 1833.

SIR: I have the honor to acknowledge the receipt of a letter from the Secretary of War, dated on the 11th inst. in reply to my letter of the 7th, addressed to you. Abstaining altogether, at this time, from any discussion of the duty which, under the Constitution of the United States, devolves on the Executive of the Union, in such a state of things as has occurred, I deem it incumbent on me, in justice to the people of Pennsylvania and its constituted authorities, respectfully but firmly to protest against the course which, according to the letter of the Secretary of War, has been adopted, and the measures used to obtain information for the guidance of that Department. The Executive of Pennsylvania, with a due sense of his responsibility, applied to the President of the U. S., to know if he might rely on the aid which the Constitution directs him to afford against domestic violence, at a time when the legislature was not and could not be convened. When this application was made, the legislature was prevented from meeting by domestic violence; the case contemplated by the Constitution, therefore, in spirit and in letter, had arisen. In this state of things, I regret to find that the Secretary of War has thought it within the line of his duty to regulate his conduct and yours by information and intelligence derived from other sources "not official." When I assure you that the restoration of the Legislature of Pennsylvania to the undisturbed exercise of its functions has not yet been effected, you will perceive, in the event of my having failed to suppress domestic violence, by how unsafe a rule the Executive of the Union has thought it advisable to regulate his conduct. Happily for the honor of this commonwealth, and more happily for the honor of the Executive of the Union, the necessity for your interposition, which existed when my letter of the 7th inst. was addressed to you, has been obviated. A constitutional requisition having been made on the citizen soldiers of this commonwealth, it was promptly regarded, the authorities to whom it was addressed not pausing to inquire whether an emergency had occurred, and not allowing their compliance to depend

on extrinsic information derived from sources "not official." Nor has the Secretary of War been misled in this particular alone. Relying on the official information by which he has been guided, he has assumed that the recent insurrectionary movements at this seat of Government, "have not arisen from any opposition to the laws, but grew out of a political contest between different members of the Government." There is not at this moment, nor has there ever been, any political contest between different members of this Government; and had there been, it would have been adjusted without the interposition, solicited or unsolicited, of the General Government or any of its officers. I regret, therefore, that the Secretary of War has been misled by his confidence in other information than such as was strictly official, and which, unlike that on which he has relied, he might know to be authentic. The Capitol of this Commonwealth was invaded by an organized body of men, claiming to act against the constituted authorities of the State. To protect the Senate of Pennsylvania (the only body of whose organization I am yet informed) the authority, ordinary and extraordinary, vested in me, was wholly inadequate. By the agency of this organized and tumultuous body, the functions of this Government were suspended. What resemblance the unofficial advisers of the Secretary of War may see in this invasion of the Capitol by an organized and insurrectionary force, to "a political contest between members of the same Government," I, of course, have no means of ascertaining. That there are individuals who view the calamitous occurrences of the last week at this place without regret or disappointment, I have no doubt; I only regret that the Secretary of War, whose distinguished position and high personal as well as official character no one acknowledges more readily than I do, should, in such an emergency, have thought it right to act according to counsels which, had the issue proved different, would have been the means of reflecting discredit on the Executive of the Union.

As Chief Magistrate of a State of this Union, I deem it my duty, with assurances of the highest personal and official consideration, to present these views to you, in order that hereafter, should unhappily such a relation again subsist between the State and federal authorities, the preference given in this instance to unofficial and suspected means of information may not be drawn into a precedent, or be construed to authorize a refusal or neglect on the part of the National Government to afford the assistance it is bound to render to the States, all and each of them; and then to justify it by a credulous reliance on other means of communication and intelligence than the Constitution and the laws recognise.

I have the honor to be, respectfully, your obedient servant,

JOSEPH RITNER.

To his Excellency MARTIN VAN BUREN,  
President of the United States.

F.

WAR DEPARTMENT, Dec. 17, 1833.

SIR: Your letter of the 14th inst., addressed to the President has been received by him and referred to this Department.

At all times anxious to maintain the most respectful and friendly relations between the executive authorities of the Federal and State Governments, the President regrets that the reasons assigned by this Department, in its letter to you of the 11th inst., for his decision on the application for military aid contained in your communication of the 7th, are not regarded as satisfactory by your Excellency. He is, however, happy to be assured, by the same communication, that the State authorities have proved sufficient to suppress the domestic violence complained of, and that the interposition of the military power of

the United States, invoked by your Excellency for that purpose, has been rendered unnecessary.

Very respectfully,

Your obedient servant,

J. R. POINSETT.

His Excellency JOSEPH RITNER,

Governor of Pennsylvania, Harrisburg, Pa.

G.

CARLISLE BARRACKS, Dec. 9, 1833.

SIR: I received the enclosed letter on Friday night, from the hands of Mr. Penrose; and, after a long conversation with him, told him that I should adhere to my first determination, and have nothing whatever to do with the political disturbances at Harrisburg. On reflection, I thought it would be proper to call upon the Governor, and state to him, in person, my reasons for not complying with his request. I did so yesterday, and, I believe, left him satisfied of the correctness of my course.

The Governor believes there is imminent danger of an immediate outbreak; but I must say that I saw nothing there yesterday that led me to the same belief: the town was perfectly quiet, and the inhabitants were engaged in their usual pursuits, without manifesting the slightest alarm.

The disturbance at Harrisburg is entirely a political affair. The line is drawn between the two rival parties of the State, and the people, to a man, go in support of the measures of their leaders. Both parties disclaim all intention of violence.

I am, sir, very respectfully, your obedient servant,

E. V. SUMNER,

Captain 1st Dragoons, commanding.

Brig. Gen. R. JONES, Adjutant General.

HARRISBURG, Dec. 7, 1833, 4½ P. M.

SIR: Since I wrote to you on the 5th, and received your reply, the appearance of affairs here has become decidedly more threatening. The whole regular operations of the State Government have ceased. The legislature is overawed from meeting by a mob, and their halls are in possession of the rioters. The public arms are at the mercy of men who are expected every moment to take possession of them, and turn them against the constituted authorities of the State and the orderly and peaceable of all parties. However right the scruples mentioned in your letter to me might, under the circumstances, be, I do hope that, in the crisis which has now arrived, you will not hesitate an instant in using your command for the maintenance of order and the preservation of many valuable lives.

The Hon. C. B. Penrose, Speaker of the Senate of this State, will communicate to you fully what the situation of things here is, and what has been done on my part; and I request that you will give the same credence to what he will state and suggest, as if I had made it known to you, officially, in writing.

Respectfully, your fellow-citizen.

JOS. RITNER.

Capt. E. V. SUMNER, U. S. Dragoons, Carlisle.

WAR DEPARTMENT, Dec. 15, 1833.

SIR: In consequence of the informal requisitions which have been made upon the arsenals of the United States by the authorities of the State of Pennsylvania, you are instructed not to comply with any requisitions for arms or munitions of war, without authority from this Department.

Very respectfully, your most obedient servant,

J. R. POINSETT.

Major H. K. CRAIG, U. S. Arsenal, Pittsburgh, Pa.

I.

FRANKFORD ARSENAL, Dec. 7, 1833.

COLONEL: I have the honor to apprise you that a requisition has this day been made on me by the Governor of Pennsylvania for fixed ammunition, and

other military stores, for the use of the volunteer troops which move in the morning from Philadelphia to Harrisburg.

I learn that great excitement pervades the whole State; and it seems to me to present a forcible argument in favor of an augmentation of the enlisted force of the Ordnance Department, that suitable military guards may at all times be kept at the United States arsenals. The breaking open of the State arsenal at Harrisburg clearly shows that an occasion is only necessary to cause the same attempt on any United States arsenal.

I write to you in haste, and am, very respectfully, &c.

GEORGE D. RAMSAY.

Captain of Ordnance, commanding.

I shall send in the ammunition immediately with this letter.

Col. GEORGE BOMFORD,

Ordnance Department, Washington.

K.

ORDNANCE OFFICE,

Washington, December 10, 1833.

SIR: You will be pleased to inform me what stores have been issued in pursuance of the requisition of the Governor of Pennsylvania, referred to in your letter of the 7th inst.

Respectfully, your obedient servant,

GEORGE BOMFORD,

Col of Ordnance.

Captain GEO. D. RAMSAY, Frankford Arsenal.

L.

FRANKFORD ARSENAL, Dec. 8, 1833.

SIR: I have the honor to enclose herewith an inventory of the Ordnance stores issued yesterday on the requisition of the Governor of Pennsylvania.

As the Governor directs those stores to be charged to the State, I have to request that an order for supplies be transmitted to me, to cover this issue.

Respectfully, I am, sir, your obedient servant,

GEORGE D. RAMSAY.

Captain Ordnance, commanding.

Col. GEO. BOMFORD, Ordnance Department.

Inventory of Ordnance stores issued to Colonel A. J. Pleasonton, on requisition of the Governor of Pennsylvania, dated December 7, 1833.

12,180 musket-ball and buck shot cartridges; 600 pistol cartridges; 400 priming tubes; 68 six pounder strapped shot, fixed; 126 canister shot, fixed; 132 six-pounder cannon balls; 132 six-pounder cartridges, filled; 200 musket flints; 100 pistol flints; 20 pounds slow match.

FRANKFORD ARSENAL, Dec. 7, 1833.

GEORGE D. RAMSAY, Captain of Ord.  
Endorsement of the Secretary of War on Capt. Ramsay's letter of December 8, 1833.

"Under the law of 1805, the States are not entitled to receive any munitions of war, other than arms and equipments; and no issue even of these ought to be made by an officer in charge of military stores, but by order of the Department. J. R. P."

M.

ORDNANCE OFFICE,

Washington, December 12, 1833.

SIR: It has been deemed proper to submit to the Secretary of War your letter of the 8th inst., relative to the issue of ammunition to the State of Pennsylvania; and he has ordered that, "under the law of 1805, the States are not entitled to receive any munitions of war, other than arms and equipments; and no issue even of these ought to be made by an officer in charge of military stores, but by order of the Department." The Secretary of War regrets that in a case of this kind, involving a dispute of an exclusively political character, you should have complied, without previous authority, with the requisition.

tion of the Governor; and he directs that you take measures to recover, if practicable, the stores so issued, and replace them in the public storehouses. As it is hoped that circumstances have not demanded the actual use of these munitions, you will probably find little difficulty in effecting this object.

Respectfully, your obedient servant,

GEO. BOMFORD, Col. of Ordnance.

Capt. GEO. D. RAMSAY, *Frankford Arsenal.*

N.

FRANKFORD ARSENAL, Dec. 15, 1838.

SIR: I hasten to reply to your letter of the 12th instant, this moment received.

I feel mortified that I should have incurred the disapprobation of the honorable Secretary of War, by my compliance with the requisition of the Governor of Pennsylvania; and shall take measures forthwith to demand the return of the stores.

I deem it proper, in justification of my course, to state, that on assuming command of this arsenal I took an early occasion to acquaint myself with the official correspondence of my predecessor, and was struck with his letter to you of the 9th June, in 1838, wherein he reports his compliance with a requisition of the sheriff of Philadelphia for 1,500 rounds of ball cartridges; and requesting, should he have erred in so doing, your instructions for his future guidance. From your letter in reply, bearing date June 14, 1838, I beg leave to make the following extract: "I have to state that the course you have pursued is perfectly satisfactory and proper; issues of this character, it is considered, come within the proviso contained in the 55th par. of the Ordnance Regulations. I enclose herewith an order for supplies to cover issue." Having this precedent and supposed authority before me, I did not hesitate to use my greatest exertions to comply with the requisition of the Governor of Pennsylvania, handed me in person by Col. Pleasanton, a gentleman well known to me.

As to the matter at issue being "a dispute of an exclusively political character," I do not consider myself a competent judge, having no connexion with, and a perfect detestation of, politics. I looked upon the authority making the requisition as the Governor of a sovereign State, and, as such, entitled to my official respect.

If I have erred, in so doing, and in misconceiving the spirit of the proviso contained in the 55th par. of the Ordnance Regulations, and your order before alluded to, I have only to express my regret, which would indeed be augmented, could I for a moment suppose that I had, by my official course, promoted the views of any political faction.

I beg that this letter be laid before the honorable Secretary of War.

I have the honor to be, respectfully, sir your obedient servant,

GEORGE D. RAMSAY,

*Captain Ordnance, commanding.*

Col. GEORGE BOMFORD, *Ordnance Department.*

O.

ORDNANCE OFFICE,

Washington, December 18, 1838.

SIR: In pursuance of instructions from the Secretary of War, you are hereby directed to report in person to me at this office without delay. You will leave the arsenal in charge of the military store-keeper.

Respectfully, your obedient servant,

GEORGE BOMFORD,

*Colonel of Ordnance.*

Capt. GEO. D. RAMSAY, *Frankford Arsenal.*

N. 4.

NAVY DEPARTMENT, Dec. 18, 1838.

The Secretary of the Navy, to whom was referred so much of the resolution of the House of Repre-

sentatives of the 17th of December, 1838, as requests the President of the United States to communicate to the House, if not incompatible with the public interest, "whether any officer of the United States instigated or participated in certain late riotous proceedings in the State of Pennsylvania, as alleged in the proclamation of the Governor of said State," has the honor to report, that the only officers of the United States Navy who are known to have been at Harrisburg at the time of the riotous proceedings referred to, are Commodore Jesse D. Elliott and Passed Midshipman Charles Robinson; and that the first information received at this Department of the presence of these two officers at Harrisburg was communicated to it by the letter of Commodore Elliott, of the 10th of December instant, a copy of which, (marked A,) covering one addressed by him to Charles B. Penrose, Esq., Speaker of the Senate of Pennsylvania is herewith submitted; upon the receipt of which letter, an order was addressed to Commodore Elliott, a copy of which (marked B) is also enclosed.

Respectfully submitted,

J. K. PAULDING.

The PRESIDENT of the United States.

A.

HARRISBURG, December 10, 1838.

SIR: Ere this you will have been advised of the state of things which exist here; and I have to inform you that at a late hour on the night of the 8th, Charles B. Penrose, Esq., President of the Senate of this State, accompanied by Major General Samuel Alexander, of the Pennsylvania militia, called at my house to apprise me of the state of things at Harrisburg as being in a complete state of anarchy and confusion, and wished me to accompany them to the barracks, and assist them in prevailing on Captain Sumner, of the United States dragoons, to put his force in motion for the Seat of Government of Pennsylvania. Doubting the propriety of the move, and delicate towards an officer in command, and of a different corps, and knowing I had no right to exercise authority, I declined.

Under the proclamation of his excellency the Governor, I departed at an early hour on the following morning, in the cars, leaving the accompanying communication for the President of the Senate, (a copy of which I enclose;) reached Harrisburg at 7 o'clock, accompanied by Passed Midshipman Charles Robinson; waited on the Governor, stated to him my presence under his proclamation, in readiness to assist him in counsel, or in any other way he might require my services; that I should remain in town till quiet was RE-ESTABLISHED; in the meantime, I would endeavor, by mixing among the partisans, to appear one and restore confidence with the others. This he approved. I am happy to say yesterday a disposition was manifested to come to a quiet conclusion; and, doubtless, had this been a business day, matters would have been arranged. What influence the arrival of six hundred volunteers from Philadelphia will have, time only can determine; but should they bring with them the feelings which seem manifest with the Cumberland volunteers, they will only serve to add fuel to the flame.

There is, so far as I can see, no use for a force of the Federal Government.

I am, very respectfully, your obedient servant,

J. D. ELLIOTT.

Hon. JAMES K. PAULDING,

*Secretary of the Navy, Washington.*

CARLISLE, Dec. 9, 1838.

SIR: I had expected the pleasure of seeing Gen. Alexander and yourself upon your return from the barracks last evening, after leaving my house; since when I have seen the proclamation of his excellency the Governor, I feel called upon to depart this morning in the cars for Harrisburg, not with the view of



entering into a political controversy, but assisting the Governor with the power of sustaining himself in his office.

I am, sir, very respectfully, your obedient servant,  
J. D. ELLIOTT.

CHARLES B. PENNOSE, Esq.,

*Speaker of the Senate of Pennsylvania.*

B.

NAVY DEPARTMENT, DEC. 12, 1838.

SIR: Your communication informing the Department that, "under the proclamation of the Governor of Pennsylvania," you had proceeded from Carlisle to Harrisburg, for the purpose of "assisting him in counsel, or in any other way he might require your services," has been received.

The Department does not perceive that the proclamation of Governor Ritner has any reference whatever to the officers of the Navy of the United States; nor does it think you have acted with due discretion in thus mingling in the conflicts of State authorities, in relation to disputed points properly appertaining to themselves, and not requiring or authorizing the intervention of any officer, naval or military, of the United States.

You will, therefore, on the receipt of this order, leave Harrisburg forthwith, and, together with Midshipman Robinson, return to Carlisle, reporting your arrival at that place, and strictly abstaining from all interference in civil conflicts, until otherwise directed by this Department.

I am, very respectfully, your obedient servant,  
J. K. PAULDING.

Com. JESSE D. ELLIOTT,

*U. S. Navy, Carlisle, Pennsylvania.*

#### ARMY OF THE UNITED STATES—OFFICERS.

Petition of CHARLES F. SMITH, Captain, and other officers of the army stationed at West Point, for an equalization of the pay of the army. Dec. 29, 1838—Referred to the Committee on Military Affairs.

*To the honorable Senate and House of Representatives of the United States of America in Congress assembled:*

We, the undersigned, officers of the line of the army of the United States, ask leave most respectfully to approach your honorable bodies to lay before you the following statement:

The causes which induce us to solicit the attention and interference of your honorable bodies in our behalf, not only operate upon our individual feelings and professional interests, but upon the welfare and honor of the military service.

It is well known to your honorable bodies that much of the military legislation of this country has been marked by expedients; and although specific acts might have been applicable at the time, and partial to particular corps, still they were adverse, most generally, to the fundamental principles of a permanent or regular service.

In referring to such acts it is not our intention or wish to censure or criticize precedent legislation upon military subjects, and we only make allusion to them in general terms, as instances which have had place, prejudicial to public interests, which your honorable bodies may easily perceive by tracing the history and condition of our army at different periods of its existence.

If, in the mere organization of the different corps, dissatisfactions and distrust have been elicited, thereby acting injuriously upon those very means which the wisdom and patriotism of Congress had called into being for the general defence, it certainly cannot be deemed surprising if such feelings should be roused, and a sense of deep mortification pervade the bosom of every officer, when an act of Congress declares that the line of the army, when contrasted with

the staff, have neither performed as good service, nor merit equal consideration!

We, your respectful petitioners, humbly conceive that, as officers of the line, we occupy that painful position.

It will be perceived by your honorable bodies how difficult it is for us, in making known our sentiments upon this subject, to avoid the appearance of an attack upon a co-ordinate branch of the service; yet while we disclaim any such intention, we must make the contrast in order to vindicate ourselves.

Congress, at its last session, passed an act increasing the military establishment of the United States, which said act was approved on the 5th day of July. By this act the corps of engineers, the corps of topographical engineers, the corps of ordnance, the quartermaster, commissary, and adjutant general's departments, independent of the increase and consequent promotion which it insured, received also a great increase of pay, while the artillery and infantry, or the line of the army, excepting the additional ration which was common to all, were totally disregarded.

Now we hope your honorable bodies will understand distinctly that it is not the amount of compensation conferred to which we revert, but it is the distinction which this act makes in favor of those particular departments of service, and which, as it degrades us in the scale of military worthiness, we pray your honorable bodies to remove.

The operation of the act of the 5th of July last has been to give to the officers of the staff corps a very remarkable and unequal rate of promotion and compensations, when compared with that of the officers of the line.

If there were good reasons, growing out of their particular duties or stations, for the marked difference in their favor, we should rejoice that the liberality of the Government had been extended to them; but the facts on those points are directly in opposition to the bounty which has been bestowed.

The particular corps, or the most of them, which are enumerated above, have always enjoyed superior advantages, as to station and emolument, to the line of the army. Their stations have been more permanent, their duties less toilsome or perilous, and their emoluments much higher.

Now your petitioners believe that if any distinction ought to be made in the rates of pay between the different arms of service, all of which are equally necessary, that favor ought to be granted to the line; because, from the nature of the duties, their change of station is much more frequent, their services much more laborious, and, consequent to these, are their expenses much greater.

While the officers of the line of the army have been frequently broken up, marched from one extremity of the country to the other, with expenses increased, and repose uncertain, the staff corps have enjoyed their places undisturbed. And now, from the operation of this late act, many of us who have toiled through twenty years of service with low pay, and the hope of promotion deferred, find ourselves worn by pestilential climates and wounds, with less compensation, and with less rank than others who have hardly ever performed any military duty at all.

We hope—we feel—that your honorable bodies will appreciate our position, and the motives of our petition.

The pay or compensation of the captains of the line, when compared with that of the same grade in the staff, is strikingly deficient; and is further illustration of the invidious nature and unjust distinction which the act of the 5th July makes, we state, for the consideration of your honorable bodies, that a second lieutenant of any of the staff corps receives, immediately on being graduated at the Military Academy, an equal amount of pay, within a few cents, with that of a captain of artillery or of infantry, who

has been serving from twenty to twenty-five years, and who is charged with far more responsible and onerous duties.

If we make a second reference to the reasons which call for such a disproportion between the pay of the staff and that of the line, we would say, that, so far from there being sufficient causes for it, the advantages of position, rank, and emolument in the staff, are such as would induce the officers of that branch of the army to prefer remaining in it, even were the pay proper less than that of the line.

We feel assured that your honorable bodies will, when these facts and the true character of the act of July 5th shall be known, make such provision as your wisdom may deem meet; and your petitioners respectfully ask your honorable bodies to place the line of the army upon an equal footing with the several staff corps.

And your petitioners, as in duty bound, will ever pray.

C. F. SMITH, *Capt. 2d arty.*  
G. G. WAGGAMAN, *1st Lt. 1st arty.*  
I. VOGDES, *1st Lt. 1st arty.*  
S. BURBANK, *1st Lt. 1st infy.*  
THOS. B. ARDEN, *2d Lt. 7th infy.*  
B. R. ALDEN, *1st Lt. 4th infy.*  
M. KNOWLTON, *1st Lt. 1st arty.*  
J. A. THOMAS, *1st Lt. 3d arty.*  
S. EASTMAN, *1st Lt. 1st infy.*  
H. L. KENDRICK, *1st Lt. 2d arty.*  
B. ALVORD, *1st Lt. 4th infy.*  
JOSEPH ROBERTS, *1st Lt. 4th arty.*  
S. C. RIDGELY, *1st Lt. 4th arty.*  
W. W. S. BLISS, *1st Lt. 4th infy.*  
H. SWARTWOUT, *1st Lt. 3d infy.*  
S. J. BRANSFORD, *1st Lt. 2d arty.*  
HORACE BROOKS, *1st Lt. 2d arty.*

WEST POINT, (NEW YORK), *Dec.*, 1833.

#### PLAN FOR THE ARMED OCCUPATION OF THE TERRITORY OF FLORIDA.

The following Bill, reported by the Committee on Military Affairs in the Senate, is now depending in that body:

**A BILL** to provide for the armed occupation and settlement of that part of Florida, which is now overrun and infested by marauding bands of hostile Indians.

*Be it enacted, &c.* That there shall be granted to the first white settlers, not exceeding ten thousand men, able to bear arms, who shall settle in such parts of Florida, east of the Suwannee and south to Cape Sable, as shall be designated by the President of the United States, a bounty of three hundred and twenty acres of land each, upon the following conditions:

First. The settlements to be in stations, designated by the commander of the United States troops in Florida, according to a general plan to be approved by the President; not less than forty, nor more than one hundred settlers to be at each station, nor the stations to be nearer than ten miles to each other; each settler to provide himself with arms for his defence, and implements of husbandry to cultivate the ground for his support, and to remain at his station until the Indians are removed, without being absent therefrom, except temporarily, for necessary supplies, or for objects connected with the subsistence, security, and defence of the station; and no settler shall absent himself from the district in which he may settle, as hereinafter defined, without leave from the commanding officer of the United States troops within the district.

Second. Each settler to engage in the cultivation of grain and vegetables for his own support, or for sale to others, for which purpose the public land about the station may be freely used.

Third. Each station to be protected by blockhouses and stockades, to be put up by the settlers, with the aid of the United States troops.

Fourth. Special military protection shall be given to each company of settlers while putting up their block-

houses, and a general protection will afterwards be given by a military force kept in the country.

Fifth. The officer of the United States troops present at the establishment of the station shall report the names of the settlers to the commander of the troops, who shall report them to the Secretary of War, with the day on which the settler arrived; a copy of which shall be evidence of the settlement. New settlers arriving after the establishment of the station, will report in person to the nearest United States officer immediately. The names of all the settlers shall be recorded in duplicate books, one book for the settlers in each district as hereinafter laid off, and a copy thereof to be kept at the principal military station in each district.

Sixth. Rations of bread, meat, and salt, shall be allowed to the settlers south of the latitude of the mouth of the Wythelecochee, for one year, to be delivered at the nearest depot on navigable water.

Seventh. Ammunition to be furnished to the settlers south of the latitude of the mouth of the Wythelecochee, to be applied for at the nearest military post.

*Sec. 2. And be it further enacted,* That, at the return of peace, and removal of the Indians, each settler who shall have complied with these conditions, or his widow and heirs at law, in the event of his death, shall be entitled to a bounty of three hundred and twenty acres of land, to be selected from any of the public lands in the district in which he settled, in the peninsula of Florida, or east of the Suwannee river or adjacent keys and islands; the said selection to be made by the settler according to priority of settlement, so that the first settlers shall have first choices; but when two or more settlers, in the same district, shall have settled on the same day, priority of choice between them shall be decided by lot.

*Sec. 3. And be it further enacted,* That the President shall cause frequent inspections to be made of the settlers at the stations by any officer of the line or staff, to verify the presence of the settlers, and their compliance with the conditions of this act, and the actual condition of their arms and ammunition.

*Sec. 4. And be it further enacted,* That as soon as the surveys can be safely commenced, all the public lands east of the Suwannee, and also in the peninsula of Florida, and in the neighboring keys and islands, fit for cultivation, shall be surveyed; and land offices shall be opened for receiving, in addition to their other duties, the entries of the settlers who can prove a compliance with the conditions mentioned in this act; and, to aid such proof, copies of the book containing the names of the settlers shall be deposited in such offices.

*Sec. 5. And be it further enacted,* That one land office shall be opened in the district of country north of the latitude of the mouth of the Wythelecochee; another in the district south of that line and north of a line drawn across the peninsula from the southern extremity of Tampa Bay; and a third in the district south of that line including the remainder of the peninsula; and the settlers within these respective districts shall each be confined to his own district in selecting and entering his bounty land.

*Sec. 6. And be it further enacted,* That the bounty lands hereby granted shall be free of taxes, and alienable, even by judicial sale, until the patent issues, and also for one year thereafter; the said patent shall issue to the original settler, if alive, and if dead, it shall issue to his heirs at law and widow, if he has left a widow, to be held and divided by them according to the laws of Florida; and every alienation of any such bounty land, even by judicial process, made before the issuance of the patent, or within one year thereafter, shall be null and void; and the intrusive possessor, by virtue of any pretended sale, lease, devise, gift, or transfer, contrary to this act, may be turned out of possession at any time by an action of ejectment in the name of the original settler, or of his widow and heirs at law, or any one or more of them, or in the name of any subsequent purchaser, after the said land becomes legally alienable; and full damages shall be recovered in the same suit against the intrusive possessor as a trespasser and disseisor.

*Sec. 7. And be it further enacted,* That the privilege of settling under this act shall cease at any time that the President of the United States shall declare, by proclamation, that the objects of this act have been accomplished and fulfilled; and any settler failing to comply with the terms and conditions of this act shall forfeit all right arising under the same.

WASHINGTON CITY:  
THURSDAY,..... JANUARY 17, 1839.

THE ARMY AND NAVY CHRONICLE.—We hope it may be excusable to advert, once in a while, to our own affairs. The commencement of a new year is as appropriate an occasion for that purpose as any; it is a season when our punctual subscribers bear us kindly in their memories; when, too, some few of them offer a hint or a word of advice, or their best wishes for our success. All these are received, as intended, in a friendly spirit, and if not always acknowledged are not forgotten or unheeded.

Among a number of flattering testimonials, we select two, because they express views so much in consonance with our own, and we hope they will be well weighed by many of those who have hitherto withheld their favoring aid. The first is from an officer of the navy, who writes thus:

"Those only who are much abroad can fully appreciate the value of the Chronicle; those who spend their time in large cities of the United States, may glean for themselves the passing news of the navy, but it is gathered from your columns into the daily journals. The paper is a record of both branches of the service, and as such must become a valuable book of reference to the officers; and I hope that neither neglect to forward the subscription money, which is, after all, the *pabulum vite* of periodicals, nor idleness on the part of our correspondents, will be in the way of its continued existence. For, should it be discontinued, where are we to refer in future for the numerous and interesting details in relation to our cruising ships, our Indian wars, and the progress of our army's arms; where look for the history of laws and regulations, and codes of general orders—decisions of courts martial, &c., when the Chronicle shall be no more?"

"It appears to me that all who consider the matter in a true spirit will be disposed to aid, and not stand by and see the journal perish out of a feeling of indifference."

"It is a vulgar adage, that nothing is so freely given as advice; while convinced of the truth of it, and possessing some little delicacy in the matter, I cannot forbear to suggest that a firmly adhered to rule of not forwarding the paper to any subscriber who should fail to pay his dues within ten days, after the expiration of that year; and an observance of punctuality in issuing the paper at its appointed time, and furnishing title pages and indices at the close of each volume with its last number, will do much to satisfy both editor and subscribers, who are really the party most obliged."

"Wishing you a prosperous new year, and success in collecting outstanding dues, I am, very truly, &c."

We have often made a similar remark to officers, when informed by them that they had unsuccessfully solicited others to subscribe, and had been told that as all the orders, &c., were copied into the daily papers, they could see them there: "Where would this information be obtained, if the Chronicle were not in existence? And is there an officer who would not regret its discontinuance?" Some have objected that the price is too high—others that it is not punctually issued—and others, again, that it is not regularly received. To the first of these we reply that we cannot afford to publish it for less; expenses here are very heavy, and the circulation of a professional paper like the Chronicle is necessarily limited: to the second we say that if *all* who subscribed had fulfilled the more essential part of their obligation—that of paying—there never would have been cause for complaining on that score: and to the third, all we can

say is, that it is entirely beyond our control; we comply with our part of the contract when the papers are lodged in the post office; for the failures of the mail we cannot be responsible, yet to a limited extent we are always ready to supply deficient numbers to such as preserve their files.

We can inform those who sincerely desire the Chronicle should be sustained, that within the last two years it has been several times nearly abandoned as an unprofitable concern, and would have been by nineteen men out of twenty; but the indomitable perseverance (obstinacy, if you choose to call it) of the editor, who would suffer no obstacles to impede his course while life and health remained, sustained it through many trying exigencies. Although issued with tolerable punctuality during the past year, the Chronicle needs much further support to render it profitable, and to insure those improvements which would have been made ere now, had the means been at command. The paper should have double its present circulation, to enable the editor to obtain that assistance in his labors, so requisite to the proper discharge of his duties. If every subscriber would exert himself to procure one additional subscriber (and it seems to us the effort would be slight) that object would be accomplished. But more than this would be the advantage, if the new subscribers would take complete sets, many extra numbers having been stricken off in anticipation of a greater demand than has been realized.

It would almost seem to be an act of supererogation to offer any argument to prove the utility of the Chronicle as a medium of intelligence and a standard work of reference; its value has been practically demonstrated in several instances to our own knowledge, besides the assurances of officers to the same effect.

We have dilated so much upon the first extract, that we have almost forgotten the second that we proposed to make. It is from an officer connected with the military service, and is as follows:

"Should the Chronicle be sustained for the future, with the punctuality that has characterized it during the past year, I see no reason why it should not challenge a large extent of patronage from each branch of the regular service, and from the militia also. If liberally supported and energetically conducted, it cannot fail, not merely to continue of great value as a reference upon military affairs, and to military men, but it may become also of so much national consequence as to be cherished by the Government."

While on this subject, it would be ungrateful as well as unjust not to acknowledge the kindness and liberality of a very large portion of subscribers, who have sustained the Chronicle through all its irregularities, without a murmur. To them we may consider ourselves indebted for its existence to this present time.

We understand that it is the determination of the Assistant Quartermasters of the army, now in Washington, to protest against the decision of the Board of Officers in relation to their rank, (see General Orders No 7, Army head.)

**EXCITEMENT AT HARRISBURGH, PA.**—Our readers have already understood from other sources, that at the meeting of the present Legislature of Pennsylvania, at Harrisburgh, a violent contest arose respecting the right of certain members to a seat—the right being claimed by the candidates of both parties. The excitement was carried to such a pitch, that personal violence was committed and even lives threatened. The Governor called out a portion of the State militia, and applied to the War Department as well as to the commanding officer at Carlisle Barracks for aid from the U. S. troops. This aid was refused, and the case was made the subject of a message from the President to Congress, accompanied with reports and correspondence from the several Departments.

To exhibit the grounds taken by the Government in this unpleasant controversy, we insert in the present number the reports and correspondence from the War and Navy Departments, which may be of service to the officers, should they ever unfortunately be placed in a similar predicament.

At a meeting of the Philadelphia Medical Society, on the 2d January, 1839, Dr. THOMAS HARRIS, one of the senior Surgeons of the U. S. navy, was elected President of the Society. Thus has this veteran Naval Surgeon been called by the united voices of his medical friends (who certainly ought to be able to judge of his merits) to fill the seat lately occupied by a CHAPMAN and a PHYSICK.

**FIRE AT TAMPA BAY.**—On the morning of the 26th ultimo, the building occupied by the Assistant Quartermaster and Commissary at Tampa Bay took fire, but was extinguished before the building was destroyed. How the fire originated is not known, nor are we informed how much property, public or private, was destroyed or injured. The officers, however, saved their vouchers and money.

*Correspondence of the Army and Navy Chronicle.*

FORT JESUP, LA., Nov. 30, 1838.

SIR: Late last evening, the commanding officer of this post received several communications from highly respectable citizens, as well as public officers, residing at, and in the vicinity of, Shreveport, on Red river, advising him that Gen. Rusk, of the Texian army, with about 160 men, had arrived and encamped in that town. The people of the surrounding country are very much exasperated at this wanton violation of our territory, and earnestly besought Col. MANY to despatch troops immediately to that place.

Col. MANY, with companies D, E, F, and K, of his regiment, leave this day, to repel this unjustifiable aggression and outrageous invasion of the undisputed territory of the United States.

The officers detached with the command are as follows: Col. MANY, 3d inf., Bvt. Major Nelson, 3d inf., Captains Lewis and Walker, 3d inf., Surgeon Craig, U. S. army, 1st Lieut. Barbour, Adj. 3d inf., 1st Lieut. Eaton, A. A. C. S. Asst. Qr. Mr., 2d Lieuts. Carrier and Gordon, 3d inf.

P. S. Dec. 2.—Thirty miles north of Fort Jesup.—Through inadvertence, this letter was placed in my pocket, on the day we left, instead of the post office, which will account for its great age before it reaches you.

#### ITEMS.

A detachment of 106 seamen, for the U. S. service, under the command of Lieut. W. G. Woolsey, arrived at Norfolk on Thursday last, in the packet schooner Virginian, from New York.

The U. S. schooner Experiment, Lieut. Comdt. J. Glynn, was to have left New York on Tuesday, the 8th inst., for Norfolk.

Major General Scott and Colonel Worth arrived in Albany on Friday from the northern frontier, and took lodgings at Congress Hall.

The ship Maria, of 500 tons, is fitting out at London for a voyage to China, to be propelled by two steam engines of ten horse power each, in addition to sails. The paddles are constructed so as to unship at pleasure.

#### ARRIVALS AT WASHINGTON.

Jan.	—Capt J. Page, 4th Infy.	Gadsby's.
	11—Lieut. C. J. Hughes, 6th Infy.	do.
	15—Col. W. S. Harney, 2d Drags.	do.

#### LETTERS ADVERTISED.

WASHINGTON, Jan. 15, 1839.

ARMY—Capt. E. D. Bullock, Lt. Col. N. S. Clarke, 2, Lieut. S. H. Campbell, Major R. A. Forsyth, Lieut. J. E. Johnston, Capt. D. Perkins, 2, Capt. E. K. Smith, Capt. F. Searle, Capt. D. H. Vinton, Lieut. J. H. Winder, 3.

NAVY—Capt. W. C. Bolton, Lieut. J. A. Davis, P. Mid. J. J. Forbes, Commo. Hull, Commo. Kennedy, Lieut. T. J. Manning, C. C. Turner, 3, Capt. R. Voorhees.

MARINE CORPS—Lt. F. B. McNeill.

#### PASSENGERS.

MOBILE, Dec. 30, per ship Thames, from New York, Capt. W. A. Thornton, of the army, and lady.

SAVANNAH, Jan. 6, per steamboat Wm. Seabrook, from Charleston, Lieut. J. R. B. Gardener, of the army. Per steamboat Isis, from Black creek, Colonel T. Cross, of the army.

#### COMMUNICATIONS.

##### FLORIDA WAR.

TAMPA BAY, E. F., Dec. 28, 1838.

MR. EDITOR: It was discovered this morning that five of the Indians, who came in a month or two ago, had given leg-bail, and taken themselves to the swamps. Here is another of the oft-repeated instances of treachery on the part of the Indians, and of a highly reprehensible credulity on the part of our public functionaries. Why is any confidence placed in the base and abandoned Mickasuky, or the treacherous and cruel Seminole? Why place a hundred or a hundred and fifty of them in one encampment, furnish them with provisions, and clothing, and tents, and leave them at liberty to go and come when they please? Is it necessary to do so? Cannot a force, sufficient to guard 100 unarmed Indians, and to prevent them from escaping, be assembled at Tampa Bay? Or why is a large detachment of treacherous Indians kept here at all, except to give them time to get on board a vessel to push off to Arkansas? Men escaping thus, and carrying off bags of provisions, and perhaps powder, are bad features in the Florida war. This is but once at this place, and perhaps is of no importance, as a mounted party is in pursuit, and will no doubt overtake them. But I must remonstrate against leaving it at the option of 30 or 40 warriors a few of whom are allowed to keep their rifles, to walk off when they please, to resume

their warlike habits in the woods. It is to be hoped that the authorities will either strongly guard, or quickly send off, the 150 vagabond Indians now at this place. If they do not, and any thing should happen, let them look to the consequences.

I am, sir, your ob't servant,  
"A CIT."

#### FLORIDA WAR. No. 2.

FORT BROOK, E. F., }  
December 20, 1838. }

It has just been reported that Gen. TAYLOR is still in pursuit of the Indians on the Suwannee, and that he expects soon to give them battle. This report comes by the captain of a vessel, just from the mouth of the Suwannee, and may be relied on. Nothing is heard which discloses the number of hostile Indians who are in that region; but the impression seems to be that the number of Indians is even less than I stated last week. A party of dragoons, under Lieut. Blake, has just arrived here, and reports that there are no Indians along the coast between this place and the mouth of the Suwannee; but that there are many signs showing that the Indians have recently left that region for some other, perhaps the Outhlacooche, or the swamps near the Santafe. If to the former, they are doubtless premeditating an action with Col. DAVENPORT's command; if to the latter, they will doubtless be overtaken by Gen. TAYLOR, who is understood to be operating towards the mouth of the Santafe.

The *Military* is full of conjectures to-day with respect to the probability of a battle between the Indians and our troops on the Ocklawaha. The Indians are said to be near Payne's Landing, and making ready to fall upon the troops who are engaged in opening the road between Fort King and Pilatka. Col. FANNING was to cross the bridge which he was making near Payne's Landing, on the 25th, and Major CHURCHILL, with the right wing of the 3d artillery, was to join him on the 25th or 27th, by marching from near Pilatka in the direction of Fort King. Col. FANNING will then be strong enough to meet the enemy on his own ground—to pursue the Indians into the swamps and hammocks, and to destroy, capture, or drive from that region, every one of their warriors. Half of the 3d and the regiments of artillery will then be under his direction; and with such a force what cannot the gallant hero of Fort Erie accomplish? Having lost one arm in his country's service, he will risk the loss not only of the other, but of his life, "to teach the Indian foe a lesson that shall be handed down in the annals of their tribe."

But to make sure of our foe while within our reach, and that we may the more effectually surround him on all sides, Col. TWIGGS, 21 dragoons, was hastening, with all the troops he could muster, towards the scene of action. A letter by the express from Micapopy, states that the Colonel had already arrived within one day's march of that place, and that it was but about one day's march thence to the scene of hostility. What has been, or may yet be, the result of these movements no one here can form the least opinion. If they have resulted in any thing decisive, you will have heard the news before you receive this communication; if they lead to nothing, nothing perhaps will be said; but in the mean time you may rely upon it that the seat of war has changed to the Ocklawaha. There the Indians must either fight or run. If they run, it is scarcely probable that they will run in safety; troops will be ready to intercept them on all sides; and if they do not fight now, they must ere the winter closes. Forces scattered in all directions, and ever on the alert, will keep the enemy in hot water until they give up their arms or die like men.

I have no clue to the number of the Indians, against whom Col. FANNING will probably have to

contend. A correspondent says: "a few hundreds of Indians have made a stand near Payne's Landing, against Col. FANNING, and seem determined to fight." This is the old tramping ground of Sam Jones, and he is no doubt at the head of the movement. Another says: "the Indians are no doubt in force, but whether they will fight us, or whether they will not take to their heels and never allow us to see them, God only knows."

Capt. ANERCOMBIE, who has been for the last three weeks at Fort Dryland, about 100 miles south of this place, has not been heard from, but is daily expected in. He had strong hopes of inducing a large party of Indians to come in, and was determined, if they would not come in voluntarily, to pursue and bring them in by force. The length of time he has been gone confirms the latter supposition, and ere another week passes you may hear of a battle in the south. The Colonel commanding at this place has already an officer and a small detachment to proceed with supplies to Fort Dryland, on the supposition that Capt. ANERCOMBIE is in pursuit of the Indians.

#### A SUBALTERN.

#### STEAM BATTERIES.

MR. EDITOR: I am glad to find that armed steam vessels have attracted attention. Although this subject has been noticed by several writers, their object seemed to be more for the purpose of censuring what had been done, than of suggesting any preferable course to be pursued hereafter. Some writers have viewed the Fulton only with reference to her qualities as a sea steamer, without regarding the services for which she was designed, viz: harbor defence. I have read many eulogiums on the Fulton, and some of them pronounce her a failure; but, I think, without cause. She carries double the number of men and guns originally intended for her; and as for speed and quickness of evolutions, (most important elements in the character of any vessel,) she is not surpassed. It is true the guards were placed too low at first; but since they have been raised to their present height, I am inclined to believe that, taking all her advantages and disadvantages into consideration, she is an efficient vessel.

Sea steamers are now an object of great interest to the United States. The attention of the public has been drawn to this description of vessel, not only by the resolution offered in the Senate by the honorable Mr. Buchanan, of Pennsylvania, but by the very able remarks of your correspondent J. P. P., published in the *Chronicle* of the 27th ultimo; and, more than all, by the important services rendered by them in the attack on the castle near Vera Cruz. All seem to be impressed with the necessity of introducing sea steamers as a part of our naval force; but no one has yet suggested what kind of vessels they ought to be; their dimensions, form, armament, speed. One of the first considerations in the construction of a sea steamer is the armament, and its disposition; whether it is to be carried under deck, on a gun deck, as in a frigate. The determination of this question involves in it the question of dimensions; for if the guns are to be fought between decks, an increase of depth becomes necessary; and what would be the upper deck, according to the present plan of building armed sea steamers, must be the gun deck, and six or seven feet additional height will be required, and an increase of depth will require an increase of breadth. If steamers are built according to this plan, there must be an increase of dimensions, weight, draft of water, expense, and decreased quickness of movement. Steamers with a single fighting deck, which, for the sake of distinction, I shall call corvette steamers, although they cannot carry so many guns as the frigate-built steamers, have advantages which must commend them to the consideration of every naval officer; and the principal one is

quick movements. I will suppose the principal armament to be four Paixhans bomb cannon, and I will suppose that three of these vessels will be equal in cost to two of the frigate-built steamers, and this comparison of cost will not vary much from the truth. Suppose a ship of the line to be attacked. I would ask the commander of the attack which he would prefer, the two frigate-built ships with slow movements, and compelled, in order to use *all* their guns, to fight broadside, or the corvette steamer, having four bomb cannon, fighting end on. The first exposes her wheels, which may be soon destroyed, while the latter, using only her end guns, cannot be much injured by the enemy's shot. It is true the corvette ship may, from her position, be raked; but such precautions can be used in the construction of the vessel, that, if kept in a proper position, the enemy's shot will be comparatively harmless, and this position they can take and keep from their quick movements. From these considerations I incline to the opinion that the corvette steamer will be the most useful vessel, but as the writer is only a landsman, and always has been one, he submits with great deference to the superior knowledge of the ruling powers, for he confesses he has no knowledge of the subject.

Captain Ross, of the British navy, wrote a few years ago on the subject of steam vessels, and for the protection of the crew alludes to a "convex covering," which he says, for obvious reasons, is not described. The "convex covering" is nothing more than a circular deck resting on the rails of the ship, and plated with hoop iron, in form like the shell of a turtle. A shot striking this deck will glance and pass off.

G. T.

#### ATLANTIC AND PACIFIC CANAL.

MR. EDITOR: In a late number of your paper we have seen, with pleasure, a communication from Dr. PRESTON, of New York, relative to a canal through the lake of Nicaragua, in Guatemala. The many facts concerning that country, of which we know but little, are of great interest; but we think that the possibility of a water communication for large vessels through the lake is at present as far from being proved as it was many years ago. As much as a canal is desirable, although the safety of a passage for small vessels through the Straits of Magellan has lately been proved, by Capt. KING and FITZROY, of the British navy, and accurate surveys (which we understand will shortly be published) have been made of these straits, yet we do not think that a canal through the lake would be the most feasible mode of communication that could be adopted.

The statements of Mr. RANDOLPH, of New York, who was for many years a consul in several of the ports in the isthmus—of Col. BIDDLE, who was deputed by the Government of the United States to procure information relative to a ship canal across the isthmus—of Dr. PAGE, the Secretary of State of New Grenada, a man well known in the United States—the statement of navigators, relative to the dangers of navigation at the mouth and in the river San Juan, (although rendered safer by the late accurate surveys of Commander OWEN, of his Majesty's ship Blossom) —the disordered state of the country—the shallowness and obstructions in the river San Juan—the frequent hurricanes on the lake of Nicaragua—the unhealthiness of the climate—the great distance (three times that of the isthmus of Panama)—all seem at present to deter capitalists from engaging in a canal through the lake of Nicaragua, and to point to the isthmus at Panama as the most appropriate location for a communication between the two oceans.

The negotiations with the Government of Guatemala, entered into, in 1839, by Gen. VEASER, the Envoy of the Netherlands, were based upon a grant by the Netherlands of a loan of three millions of

dollars. The difficulties into which the Government of the Netherlands has since been involved, almost preclude the hope that this negotiation will ever go into effect.

The Government of New Grenada has granted to several individuals and companies the privilege of making a railroad, a McAdamized road, or a canal, across the isthmus of Panama. One granted, in 1825, to the Baron de THIERRY, the *soi-disant* King of New Zealand, could never be carried into effect, from the want of means.

In 1836, Col BIDDLE, of Philadelphia, obtained a privilege for constructing a McAdamized road across the isthmus; but his untimely death, immediately after his return to the United States, will probably prevent the execution of that work.

By some of the late Panama papers we see, that at the last Congress of Grenada, a grant of a privilege to construct a railroad, or canal, (as might be deemed fit,) was granted to a company, consisting of some of the wealthiest and most influential of the New Grenadians. By this company the project will most probably be carried into operation, aided as it is by some wealthy foreign mercantile houses.

The accurate levellings of LLOYD and FALMARK, across the isthmus of Panama, show that the difference of level between the Atlantic and Pacific oceans is not so great as was thought by HUMBOLDT and others. FRANKLIN, Major KENNELL, HUMBOLDT, and others, have, probably, from not very accurate data, admitted a considerable difference of elevation. HUMBOLDT himself, however, states that his observations, made by the barometer at Cumana, Carthagena, Callao, Acapulco, and Vera Cruz, were not sufficiently numerous to put the question of so slight a difference beyond a doubt. His observations, however, would go to prove that the Atlantic is about three metres (39.37 inches to a metre) higher than the Pacific. This, nevertheless, is contrary to the opinion of the inhabitants of the isthmus, and is disproved by the levellings of LLOYD and FALMARK, as reported to the Royal Society by Captain SAUVAGE. The accuracy of these results, it is true, has been somewhat doubted by ARAGO,\* for he says, that in "operating in a country, savage and replete with difficulties, in running a line whose extent, regarding deviations, is 82 miles long, and in noting the level of 935 stations, they could easily have been deceived in the small quantity of 3 feet;" but it may be stated that the levellings were proved, as the means admitted, by making several levellings in a circle.

The results obtained by Messrs. LLOYD and FALMARK were, that at Panama, on the Pacific, the difference of level of high and low water was 21.2 feet; at Chigres, on the Atlantic, it was only 1.1 foot; and that, taking the mean level of the two oceans, the Pacific was 3.52 feet higher than the Atlantic; but that, at the moment of high tide in the Pacific, the ocean was 15.35 feet higher than the Atlantic; and at the moment of low tides, the Atlantic was 6.51 feet higher than the Pacific.

It does not appear that, at present, any one thinks that the difference of level of the two oceans will be any obstacle to a canal communication; but a common opinion with those, who are unacquainted with the physical features of the country, is that the great chain of the Cordilleras presents an insuperable obstacle to a canal. To disprove this last opinion, it will be sufficient to state that all travellers, who have examined the country between Los Ingenieros on the Chigres, and Chorrera on the Pacific, (the most eligible route for a canal) assert that the Cordilleras here sink into irregularly conical hills, not very numerous, rising out of a plain; these hills varying in height from 350 to 500 feet.

From M. ARAGO's calculation, the highest point passed over by Messrs. LLOYD and FALMARK was only 633 feet above the level of the ocean, and their

levellings were not in the most appropriate route, as it was mostly farther south than the line between Los Ingenieros, on the Chagres, and Chorrera. This height would, in the United States, certainly not be considered as any obstacle, where some canals, as the Erie, Ohio, Union and Schuylkill, are at their highest level, about 500 feet; while others, as the Morris and Pennsylvania, far exceed these.

\*LEVELL also seems to doubt their accuracy, for he says that, "astronomers are agreed that, on mathematical principles, the rise of the tide-wave above the mean level of a particular sea must be greater than the fall below it; and although the difference has been hitherto supposed insufficient to cause an appreciable error, it is nevertheless worthy of observation, that the error, such as it may be, would tend to reduce the small difference now inferred, from the observations of Mr. LLOYD, to exist between the levels of the two oceans."

## DOMESTIC INTELLIGENCE.

### FROM FLORIDA.

By the steamer Isis, Capt. Penison, the Savannah Georgian has received from a correspondent the following information, dated

GAREY'S FERRY, Jan. 2, 1839.

DEAR SIR: By the Tampa express which came in last night, we learn that there are upwards of 200 Indians in at Fort Brooke. As soon as Captain Abercrombie arrives, the emigration will commence. His arrival is shortly expected. Report says that there is a large body of Indians in the Ocklawaha swamp, "full of fight." Col. Twigg and staff leave here to-day for Silver Spring, twelve miles from Fort Butler, and if favored, may hope to indulge in the anticipated engagement with the Indians. The probability now is, that such an event will soon take place; should such be the case, you will be apprised of it, by the earliest opportunity.

Gen. Taylor, with our company of dragoons, and two of the 2d infantry, mounted, arrived at Fort Frank Brooke, at Deadman's Bay, on the 15th inst., and will scour that section of country to the Suwannee with his troops and the disposable force that can be furnished at that post. It is reported that in addition to Tiger Tail and his band, the Miccosukies have also crossed the Suwannee. This report is doubted. If any number of Indians are in that section, their trail must be discovered, and we hope some of them captured.

Since the attack of the wagons on the Magnolia road we have anticipated a repetition of the scenes of last winter, but the judicious arrangement of the troops by Col. Green on this frontier, has intimidated the savages and kept them beyond the settlements. Gen. Taylor has authorized the purchase of one hundred horses, in addition to those already in service to be divided among the several posts. This mounted force will be sufficient to follow any party of marauders who may venture to attack the settlements, and can be concentrated at short notice for any emergency.—*Tallahassee Floridian*, Dec. 29.

The following letters have been furnished us by the Navy Department for publication. We would remark that the schooner Wave was purchased by the War Department, and furnished with barges, in order to protect the vessels in the Florida Gulf which might be wrecked on the reefs and shoals of that dangerous coast. The schooner is commanded by Lieut. McLaughlin, of the navy, who is ably seconded by the midshipmen acting under him. This vessel has rendered essential services; and it is to be regretted that the Navy Department has not at its disposition some small vessels which could be employed in this service.—*Globe*.

U. S. SCHOONER WAVE,

Pensacola, Dec. 23, 1838.

SIR: I have the honor to enclose you a copy of

Acting Lieutenant Shubrick's report to me of the 1st December. The energy and ability of those excellent officers, Acting Lieutenant Shubrick and C. R. Howard, is well illustrated in the valuable services reported.

Respectfully, etc., I have the honor to be,  
JOHN T. McLAUGHLIN,  
Lieutenant commanding.

Hon. J. R. POINSETT,  
Secretary of War, Washington city.

U. S. SLOOP PANTHER,  
Off Key Biscayne, 1st December, 1838.

SIR: I have the honor to report to you, that after having executed your order relative to the transfer of stores from Indian Key, I proceeded to Key Biscayne, and made expeditions in the Boca Ratones. We fell in with large numbers of Indians, who came to the edge of the woods and built fires to entice us on shore. I did not attack them, their force being too large. On Sunday, the 24th November, a boat came alongside, informing me that the steamer Wilmington was ashore to the north of Cape Florida. The Panther was instantly under weigh, and about fifty miles above the Cape, I had the satisfaction of rescuing the rest of her crew, sixteen in number. These, with two boats, I brought to Key Biscayne.

In the interim I despatched Acting Lieut. C. R. Howard with the barge Shacco, in one of the sloops of Mr. Housman, to the wreck of a Spanish brig. He saved her crew, (nearly thirty slaves,) a large portion of her cargo, but was subsequently blown off, and the barge most unfortunately lost in getting her in. I then went up in the Panther—got a great deal of lead from her, and other articles that would have been valuable to the Indians, and burnt her. The Indians were in sight in the river behind the hill.

Respectfully, &c., I have the honor to be,  
E. T. SHUBRICK,  
Acting Lieutenant.

Lt. Com'dt. JOHN T. McLAUGHLIN,  
U. S. schooner Wave.

U. S. FLAGSHIP VINCENNES,  
At Sea, Lat. 12° 22' N., Long. 23° 48' W.  
October 8, 1838.

SIR: I have the honor to advise you of our having progressed thus far on our course, the Peacock and Porpoise, and tenders, in company, all in good health. We have been engaged in ascertaining the true positions of shoals, &c., laid down on the charts, within our track, the result of which will be communicated to you on our arrival at Rio de Janeiro.

We communicated with the United States Consul at Port Praya, St. Jago, in hopes of hearing of the Relief, but without success, as she had not visited that port.

I am, sir, most respectfully, your obedient servant,  
CHARLES WILKES,  
Commanding Exploring Expedition.  
Honorable JAMES K. PACEING,  
Secretary of the Navy.

COL. J. G. TOTTEN.—The appointment of this efficient officer and gentleman as chief of the Engineer Department seems to meet with an approving response in all parts of the country. The Newport Herald, a paper of the city in which he has long resided, and where, of course, he is intimately known, has the following complimentary paragraph on the subject:

"Col. Totten, we presume, will now be under the necessity of taking up his residence at Washington. He has resided in this place about sixteen years, during which period he has been assiduously and untiringly engaged as Superintendent in the construction of the extensive fortifications erecting at Fort Adams. As a skilful and experienced engineer, he

has but few, if any superiors; to this the immense public works referred to will bear ample and enduring testimony. As a gentleman, no one, we will venture to say, ever deputed himself nearer to the true meaning of the term, in all his intercourse with our citizens and those in his employ. He will leave behind him in Newport many warm friends, who, while they feel gratified at his promotion to a station he so well deserves, will nevertheless most sincerely regret his removal from among them."

**MELANCHOLY EVENT.**—Last Tuesday, New Year's day, about 11 o'clock, A. M., Maria S. Ridgeway, a most interesting and intelligent child, aged 5 years, and daughter of Capt. Ebenezer Ridgeway, of the U. S. navy, while at play with her brother of seven years of age, in the parlor, approached near the fire, when she remarked to her brother that it seemed to her that clothes of some kind were on fire, and at the same instant discovering them to be her own, she ran to the door to meet her mother, who had just gone down stairs, and the moment the cold air met her, it set the whole apparel in a flame, and before her mother could smother the flames the clothing was entirely consumed and her body dreadfully burned.

Mrs. R. was badly burned, as was also a servant girl, in their attempts to save the little sufferer. The lovely child lingered until about 5 o'clock the next morning, in full possession of her senses, reminded her mother, a half hour before her death, that her lately deceased little brother was three years old when he died, that her own age was now five; bade them a "happy new year," and expired. She was a lovely and beloved child, and deep indeed is the wound her death has made in the hearts of her afflicted parents.—*N. H. Courier.*

The editors of the New York Journal of Commerce have been favored with the annexed list of officers of the U. S. ship *Natchez*, lately sailed from Pensacola on a cruise:

Benjamin Page, Jr., Esq., *Commander*; James D. Knight, Grey Skipwith, John M. Berrien, William Lambert, Charles S. Ridgely, *Lieutenants*; Richard G. Cogdell, *Master*; George Blacknall, *Surgeon*; Sterrett Ramsey, Esq., *Purser*; John Thompson Mason, *Assistant Surgeon*; William H. Adams, N. Collins, Joel S. Kennard, Jas. W. Nicholson, Johnston B. Crighton, William Bissell, *Midshipmen*; H. B. Page, *Captain's Clerk*; Joshua Bryant, *Boatswain*; John L. Benthall, *Gunner*; Thomas Whitman, *Snailmaker*; John Horner, *Carpenter*; Erwin J. Leedum, *Purser's Steward*; John March, *Master at Arms*.

A GENERAL NAVAL COURT MARTIAL is now sitting on board the U. S. Receiving Ship *Columbus*, at the navy yard, for the trial of Peter Clark, charged with striking a superior officer while in the discharge of his duty—a capital offence according to the laws of the navy.

The Court is composed of the following members: Com. John Downes, President—Capt. David Geisinger, Lieutenants Henry Bruce, A. J. Dallas, J. E. Prentiss, G. J. Van Brunt, George A. Prentiss—Ebenezer Smith, Jr., Esq., Judge Advocate—Nathaniel Austin, Esq., Counsel for the accused.—*Boston Post.*

We are informed that a Court Martial was ordered to convene at the navy yard, Charlestown, on the 29th November last, for the trial of a seaman charged with mutiny. The proceedings of the Court were quashed by Mr. Secretary Paulding, on the ground of some alleged informality in the record, and another Court has been ordered to convene to-day for the purpose of re-trying the same. We doubt whether Mr. Secretary Paulding has acted with due discre-

tion (to use his own words) in this matter, as the Constitution of the United States expressly declares that "no person shall be put twice in jeopardy of his life for the same offence;" and to say nothing of the illegality of the order, we doubt the humanity of trying the poor fellow a second time, when the witnesses upon whom he relied for his defence have been dispersed so as to render it impossible to summon them. The Court will have to decide whether, under the Constitution of the United States, they can legally re-try this case. Thus a most important question of constitutional law will come before them, of the highest consequence to the liberty of the citizen—or, whether the order of the Secretary is paramount to the Constitution of the United States, which seems to be inferred by there having been a new Court ordered.—*Boston Atlas.*

Gen. Scott attended and addressed a public meeting in Ogdenburgh, to which he discoursed upon the duties of the American citizen toward foreign countries, denouncing, with a good deal of energy, the attempt to force institutions upon another people, who manifested no disposition to receive them—an act, he said, which, as American citizens, we should repel with the utmost indignation, if the Canadian Government was to attempt to force its monarchical institutions upon us. The Hon. JOHN FINE addressed the meeting on the same subject. The thanks of the meeting were presented to Gen. Scott, and \$45 were taken for the relief of the American prisoners at Kingston.

#### REMINISCENCE OF THE NAVY.

The following communication was written a short time previous to the decease of the venerable author in January 1838. We are indebted to a member of the family for the MS., which was discovered among the papers of the deceased.—*National Gazette.*

*For the National Gazette.*

My attention has been called to an article published in the National Gazette on the 31st of October last, headed "Misrepresentation corrected," and over the signature of "Vindex."

It is not my intention to enter into the feelings expressed by its author towards the biographer or the reviewer of the life of the gallant Bainbridge, but to reply to the assertion therein said to have been made by the elder President Adams, in a letter addressed to Mr. Jefferson, in the year 1822, viz: That Gen. Washington was averse to the American navy—by recording my testimony on that subject.

On the 31 of February, 1794, George Washington, being then President of the United States, and Gen. Knox, the Secretary of War, the office of Secretary of the Navy not then existing, I received a note, of which the following is a copy:

"WAR OFFICE, 3d Feb., 1794.

"To Mr. JOSHUA HUMPHREYS:

"Gen. Knox's compliments to Mr. Humphreys, and would be happy to have a conference with him at the War Office any time before three o'clock this day if it will be convenient."

I attended; the subject under consideration was the construction of a navy. Whereat I set forth the principles on which I recommend frigates should be built, as expressed in a letter which I had addressed to the Hon. Robert Morris, of which the following is a copy:

PHILADELPHIA, 6th Jan. 1793.

To the Hon. ROBERT MORRIS:

SIR: From present appearances I believe it is time this country was possessed of a navy—but as that is yet to be raised, I have ventured a few ideas on the subject.

Ships composing the European navies are generally distinguished by their rates; but as the situation



of our coast and depth of water in our harbors are different in some degree from those of Europe, and as our navy must be for a considerable time inferior in the number of its vessels to theirs, we are to consider what size ships will be most formidable, and be an overmatch for those of an enemy. Such frigates as in blowing weather would be an overmatch for double-decked ships, or in light winds may evade coming to action by outsailing them. Ships built on these principles will render those of an enemy in a degree useless, or will require them to have a superiority in number before they attack our ships.

Frigates, I suppose, will be their first object, and I think none of them ought to be built less than one hundred and fifty feet keel, to carry twenty-eight thirty-two pounders, or thirty twenty-four pounders on the gun deck, and twelve pounders on the quarter deck. These ships should have scantlings equal to seventy-fours. As such ships will cost a large sum of money, they should be built of the best materials which can be procured, and the timbers framed and bolted together.

If we build our ships of the same size as the Europeans, they having so great a number of them, we shall always be behind them. I would build them of a larger size than theirs, and take the lead of them, which is the only safe method of commencing a navy. I am, very respectfully, yours,

JOSHUA HUMPHREYS.

An act entitled "An Act to provide a Naval Armament," passed both Houses of Congress, and was approved by President Washington, the 27th of March, 1794.

The 1st section of the same act authorized the President of the United States to procure by purchase, or otherwise equip, four ships to carry 44 guns each, and two ships to carry 36 guns each.

The 5th section of the same act authorized the President of the United States to procure by purchase or otherwise, in lieu of the said ships, a Naval force not exceeding in the whole that by this act directed; so that no ship thus provided shall carry less than thirty-two guns, or he may so provide any portion thereof, which in his discretion he may think proper.

Shortly after the passage of this act, I received a letter, of which the following is a copy:

WAR OFFICE, April 12th, 1794.

To Mr. JOSHUA HUMPHREYS:

SIR: I request that you will please immediately prepare the models for the frames of the frigates proposed by you in your letter of this date, and also that you would please prepare an accurate draft and models of the same; the latter to have the frames accurately described.

H. KNOX.

I have mislaid the copy of my letter to General Knox of the 12th of April, 1794, to which the preceding letter from him to me of the same date replies; this must account for its omission immediately preceding his. It in effect proposed to construct the frigates on the same principles as set forth in my letter to the Hon. Robert Morris, of the 6th of January, 1793, and proposed models for the construction of the frigates in conformity thereto, which were adopted, and the frigates, with the exception of the Chesapeake, built thereon.

On the 28th of June, 1794, I received instructions as follows:

WAR DEPARTMENT, June 28th, 1794.

To Mr. JOSHUA HUMPHREYS:

SIR: You are appointed the Constructor or Master Builder of a 44 gun ship, to be built in the port of Philadelphia, at the rate of compensation of two thousand dollars per annum; this compensation to be considered as commencing on the 1st of May last, in consideration of your incessant application to the public interest, in adjusting the principles of the ships, drawing the drafts, making the moulds, &c.

H. KNOX.

The frigate then built by me, the United States, was frequently visited during the progress of her building by President Washington, who expressed deep interest in all that related to her and to the intended navy.

On the 24th July, 1794, I received a letter of instructions, of which the annexed is a copy:

WAR DEPARTMENT, 24th July, 1794.

To Mr. JOSHUA HUMPHREYS:

SIR: I request that you would have the moulds for the frigates prepared with all possible despatch, for the purpose of being transported to the following places, viz:

To Norfolk, 44 gun ship, (the Chesapeake,) addressed to Wm. Pennock, agent.

To Baltimore, 36 gun ship, (the Constellation,) Samuel and Joseph Sterrett.

To New York, 44 gun ship, (the President,) John Blagie.

To Boston, 44 gun ship, (the Constitution,) Henry Jackson.

To Portsmouth, N. H., 36 gun ship, (the Congress,) Jacob Shaff.

Mr. Fox, who is under your direction, will also apply himself closely to this business.

Your humble servant,

H. KNOX.

I had also to provide rough moulds and instructions to Mr. Morgan, who was sent to Georgia to cut timber for the frigates. After the moulds, drafts, and instructions were completed and forwarded to the different agents as directed in Gen. Knox's letter, it was found there was not any person at Norfolk supposed to be capable of building a frigate. Mr. Fox was appointed to build her. Before he arrived at Norfolk the keel had been spliced and laid for the 44 gun ship to be built there; the keel was afterwards cut to that of a 36 gun ship—on a new draft drawn by Mr. Fox, differing from the one I had forwarded. By what authority the alteration was made I never could ascertain. The ship so built was the Chesapeake.

The duties of Naval Constructor was performed by me, and I was in correspondence with the several Secretaries of the Department, from my appointment in May, 1794, throughout the Washington Administration—the whole period of the elder Mr. Adams's term, and for a short time under that of Mr. Jefferson.

On the 29th of January, 1800, I received an order from the Secretary of the Navy to examine the ports of New London, Newport, Boston, Portsmouth, N. H., Portland, and Wiscasset, in Casco Bay, for the purpose of selecting the most suitable place for a Dock Yard. This I performed, and duly reported on. I was also directed to purchase the navy yard in Philadelphia, and lay out one in Washington. These things were ordered, as I understood, because the elder Adams, then President of the United States, was aware of Mr. Jefferson's hostility to an efficient navy, and was resolved to secure all these points before he went out of office.

On the 13th of August, 1801, I received a letter from the Secretary of the Navy, from which I insert the following extract:

NAVY DEPARTMENT, 13th Aug., 1801.

To Mr. JOSHUA HUMPHREYS:

SIR: With respect to providing the repairs of the Constellation, you certainly must be the best judge, not only of what may be wanting, but of the fitness of the articles offered; you will therefore continue to purchase them, giving orders to George Harrison, Esq. for payment. The frigate Constellation has been examined, and found to be considerably decayed, particularly the ends of the beams. She is now ready for a thorough repair. Thanking you for your suggestions on this and other subjects, which will receive due attention, and soliciting a continu-

ance of your observations on whatever points you may deem proper or conducive to the improvement of our navy.

I am, very respectfully, yours,

ROBERT SMITH.

A short time afterwards brought me the following letter:

NAVY DEPARTMENT, Oct. 24th, 1891.

To Mr. JOSHUA HUMPHREYS, Esq.

SIR: As it is not intended that either of the 74's shall be commenced until the timber is duly prepared and properly seasoned, the station which you hold as Naval Constructor has become unnecessary, and I am under the necessity, though very reluctantly, to inform you that your services will be dispensed with after the 1st of November next, up to which period you will please make up your account, and transmit it to the Accountant for settlement. You will, I hope, be only sensible how very painful it is for me to make you this unpleasant communication, and be persuaded, sir, my sensibility is increased by considerations resulting from a knowledge of your worth, and the uniformly good and useful character you have sustained since you have been in the employ of the Department. But, sir, it is hoped, should your services hereafter be required, that you will not withhold them.

I have the honor to be,

With great respect, yours,

ROBERT SMITH.

The foregoing is testimony that General Washington was not only not "averse to the creation of a navy," but was its early and "zealous advocate."

This is evidenced by the conference on the subject of a navy, which the Secretary of War, (General Knox) requested on the 3d of February, 1791, previous to the act passed 27th of March, 1791, "to provide a naval armament for the United States," and by the zeal of his administration in carrying the provisions of the act into operation, shown by the quickly succeeding dates of General Knox's letters, directing the drafting, moulding, and building of the ships.

The fifth section of the act left it to the choice of the President to substitute ships of 32 guns for the 44's and 36's which the first section authorized. A less "zealous advocate for the creation of a navy," would, "in the straitened means of the public Treasury at that time," have preferred the substitute.

But President Washington, throughout the whole of his administration, looked not only at the present, but also to the future, and determined, by his adoption of the principles on which the ships were constructed, that the navy of the United States should be a Hercules—even in its cradle.

JOSHUA HUMPHREYS.

Pont Reading Farm, Delaware county, Pennsylvania, Dec. 1837.

**PARALLAX OF A FIXED STAR.**—We copy the following paragraph from a late number of the *London Globe*. For some of our readers, perhaps, an explanation of the nature of the discovery mentioned may be necessary. The *Parallax* is the angle formed by two lines drawn from different points of observation. The distance between these points and the angle formed by the line between them and the lines drawn respectively from them to the object, being ascertained, the parallax may be measured, and hence the distance of the object may be found.

Owing to the immense distance of the fixed stars, their parallax has heretofore been held inappreciably minute; and no data for calculating the distance could be ascertained. The difficulty, however, seems now upon good authority to be overcome, and if true, this is one of the greatest discoveries in the history of astronomy.—*National Gazette*.

"*Parallax of a Fixed Star*."—This important and valuable problem, which has for so many centuries

been an object of inquiry amongst astronomers, has, it appears by letters received in this country, been solved by Professor Bessel, of Königsburgh. His observations were made on the double star, No. 61, in the constellation Cygnus, whose distance he has ascertained to be 669,000 times the radius of the earth's orbit, or 62 trillions and 700 billions of miles in round numbers. The details of this discovery will be communicated at an early meeting of the Royal Astronomical Society."

## ARMY.

### OFFICIAL.

GENERAL } HEAD QUARTERS OF THE ARMY,  
ORDERS, } ADJUTANT GENERAL'S OFFICE,  
No. 7. } Washington, Jan. 14, 1838.

The following has been received from the War Department, and is published for the information of all concerned:—

"WASHINGTON, Jan. 4, 1839.

"PROCEEDINGS of a Board of Officers assembled at the city of Washington under the following order:

WAR DEPARTMENT, Dec. 22, 1838.

A Board of Officers, to consist of Major General Macomb, Commanding the army, Brigadier General Fenwick, 4th regiment of Artillery, Colonel Croghan, Inspector General, Colonel Totten, Chief Engineer, Lieut. Colonel Clarke, of the 8th Infantry, Major Garland, of the 1st Infantry, and Major Erving, of the 4th Artillery, will convene in this city as early as practicable, for the purpose of taking into consideration the subject of the relative rank of certain officers of the Quartermaster's Department, and the Corps of Engineers, and such other cases as may be submitted to the Board.

The Board will report their opinion on all the cases submitted, for the information of the Secretary of War.

J. R. POINSETT.

"In compliance with the above order, the Board assembled on the 23th of December, 1838; present all the members except Colonel Croghan, who had been relieved by order of the Secretary of War, and continued its session from day to day till the 4th of January, 1839. During its session the following questions, being submitted, received, after due deliberation, the answers thereto severally annexed.

*Question*...From what date should the officers of the Quartermaster's Department, denominated Assistant Quartermasters, with the rank of Captain, take rank as Captains?

*Answer*...From the date assigned by the President and Senate.

*Question*...On what principle should the relative rank of the Assistant Quartermasters be determined?

*Answer*...According to their relative rank by commission—not by brevet—in the army at the time of their appointment as Assistant Quartermasters, with the rank of Captains, under the law of July 5, 1838. And in cases where commissions of the same grade and date interfere, a retrospect is to be had to former commissions—not brevets—in actual service.

*Question*...What should be the relative rank in the Quartermaster's Department of Captain F. Searle, Captain O. Cross, and Captain J. P. Davis?

*Answer*...Inasmuch as the officers in question were nominated and confirmed, according to their then rank as First Lieutenants, the Board is of opinion that Captain Searle should have precedence of Capts. Cross and Davis.

*Question*...Captain Waite, in consequence of his seniority, or length of service in the Quartermaster's Department, as Assistant Quartermaster, claims the place of Quartermaster, with the rank of Major, to which Major Hunt was appointed. Was the appointment of Major Hunt the proper one?

*Answer*...Inasmuch as Major Hunt had rank in the line over Captain Waite—lineal rank being the only military rank possessed by either of them—the Board

consider this seniority of Major Hunt as having entitled him to the appointment of Quartermaster.

*Question.*—What should be the relative position of Paymaster Leslie, in the list of Paymasters of the army?

*Answer.*—In the opinion of the Board, Paymaster Leslie should be placed on the list of Paymasters according to the date of his appointment as Paymaster of the Corps of Engineers.

*Question.*—What should be the relative rank in the list of the Corps of Engineers of First Lieutenants H. W. Benham, D. Leadbetter, M. C. Meigs, and D. P. Woolbury?

*Answer.*—As they stand on the official Army Register of the 1st of September, 1838.

*Question.*—What should be the dates of the commissions of Majors Long, Bache, Graham, and Turnbull, of the Corps of Topographical Engineers; of Captains Swift, Williams, Canfield, and Graham; and of First Lieutenants Linnard, Macomb, Simpson, Blake, and Allen; and of Second Lieutenants Warner, Woodruff, Gunnison, Scammon, and McLane, of the same corps?

*Answer.*—The officers above named should be arranged on the Army Register, with dates as follow: S. H. Long, Major Top. Eng., by commission, 7th July, 1838; Lt. Col. by brevet, 29th April, 1826.

H. Bache, Major Top. Eng. by commission 7th July, 1838; Major by brevet 24th July, 1828.

J. D. Graham, Major Top. Eng. by commission 7th July, 1838; Major by brevet 14th September, 1834.

W. Turnbull, Major Top. Eng. by commission 7th July, 1838; Major by brevet 23d November, 1837.

W. H. Swift, Captain of Top. Eng., by commission, 7th July, 1838; Captain by brevet, 1st August, 1832.

W. G. Williams, Captain of Top. Eng., by commission, 7th July, 1838; Captain by brevet, 28th January, 1834.

A. Canfield, Captain of Top. Eng., by commission, 7th July, 1838; Captain by brevet, 14th September, 1834.

C. Graham, Captain of Top. Eng., by commission, 7th July, 1838; Captain by brevet, 31 December, 1835.

T. B. Linnard, First Lieutenant of Top. Eng., by commission, 7th July, 1838; First Lieutenant of artillery, by former commission, 28th December, 1835.

J. N. Macomb, First Lieutenant of Top. Eng., by commission, 7th July, 1838; First Lieutenant of artillery, by former commission, 15th October, 1836.

J. H. Simpson, First Lieutenant of Top. Eng., by commission, 7th July, 1838; First Lieutenant of artillery, by former commission, 30th April, 1837.

J. E. Blake, First Lieutenant of Top. Eng., by commission, 7th July, 1838; First Lieutenant of infantry, by former commission, 6th September, 1837.

A. P. Allen, First Lieutenant of Top. Eng., by commission, 7th July, 1838; First Lieutenant of artillery, by former commission, 23d November, 1837.

W. H. Warner, Second Lieutenant of Top. Eng., by commission, 7th July, 1838; Second Lieutenant of artillery, by former commission, 1st July, 1836.

J. C. Woodruff, Second Lieutenant of Top. Eng., by commission, 7th July, 1838; Second Lieutenant of artillery, by brevet, 1st July, 1836.

J. W. Gunnison, Second Lieutenant of Top. Eng., by commission, 7th July, 1838; Second Lieutenant of artillery, by former commission, 1st July, 1837.

E. P. Scammon, Second Lieutenant of Top. Eng., by commission 7th July, 1838; Second Lieutenant of artillery, by former commission, 1st July, 1837.

Robert McLane, Second Lieutenant of Top. Eng., by commission, 7th July, 1838; Second Lieutenant of Dragoons, by former commission, 1st July, 1837.

*Question.*—What should be the dates of the commissions of the first and second lieutenants of the

Ordnance Department; and how should they be registered?

*Answer.*—They should be arranged on the Army Register with dates as follow:

J. Williamson, 1st Lieut. of Ordnance, 30th Sept., 1833.

R. H. K. Whitely, 1st Lieut. of Ordnance, 9th July, 1838; 1st Lieut. of artillery, by former commission, 18th Dec., 1835.

R. E. Temple, 1st Lieut. of Ordnance, 9th July, 1838; 1st Lieut. of artillery, by former commission, 24d June, 1836.

G. H. Talcott, 1st Lieut. of Ordnance, 9th July, 1838; 1st Lieut. of artillery, by former commission, 25th Sept., 1836.

J. F. Lee, 1st Lieut. of Ordnance, 9th July, 1838; 1st Lieut. of artillery, by former commission, 17th Dec., 1836.

J. M. Morgan, 1st Lieut. of Ordnance, 9th July, 1838; 1st Lieut. of artillery, by former commission, 31st May, 1837.

L. A. B. Walbach, 2d Lieut. of Ordnance, 1st October, 1835.

P. V. Hagner, 2d Lieut. of Ordnance, 9th July, 1838; 2d Lieut. of artillery, by brevet, 1st July, 1836.

R. A. Wainwright, 2d Lieut. of Ordnance, 9th July, 1838; 2d Lieut. of artillery, by brevet, 1st July, 1835.

A. B. Dyer, 2d Lieut. of Ordnance, 9th July, 1838; 2d Lieut. of artillery, by former commission, 1st July, 1837.

A. H. Dearborn, 2d Lieut. of Ordnance, 9th July, 1838; 2d Lieut. of artillery, by former commission, 1st July, 1838.

J. T. Metcalf, 2d Lieut. of Ordnance, 9th July, 1838; 2d Lieut. of artillery, by former commission, 1st July, 1838.

*Question.*—Should officers who were appointed into the army from the Marine Corps, and who have been continuously in service, have the dates of their original commissions as Marine Officers, entered in the Army Register, under the head of "original entry into service?"

*Answer.*—Yes.

The Board having had under consideration the case of Assistant Surgeon Eaton, and it appearing that he has repeatedly declined promotion, the Board is of opinion that no injustice has been done to Assistant Surgeon Eaton in not promoting him.

ALEX. MACOMB, *Major General.*  
J. R. FENWICK, *Bet. Brig. Gen.*  
JOS. G. TOTTEN, *Col. of Eng'rs.*  
N. S. CLARKE, *Lt. Col. 8th Inf.*  
JOHN GARLAND, *Major 1st Inf.*  
J. ERVING, *Bet. Major 4th Art'y.*

*Approved:* J. R. POINSETT."

BY ORDER OF ALEXANDER MACOMB,  
MAJOR GENERAL COMMANDING-IN-CHIEF:  
R. JONES, *Adj't Gen.*

## NAVY.

### ORDERS.

Jan. 12—Master R. H. Nichols, Navy Yard, N. York.

14—Dr. T. B. Salter, relieved from order to frigate Constitution, as Fleet Surgeon Pacific squadron.

15—Mid. M. C. Watkins, det'd from Macedonian.

Mid. J. F. Marrast, transferred from survey under Lieut. Glynn, to frigate Macedonian.

### APPOINTMENT.

Jan. 12—Robert H. Nichols, acting master.

### VESSELS REPORTED.

Revenue cutter Washington, Lt. Comd't Frazer, returned to New York on the 5th inst. from a cruise of 15 days on the coast, to supply vessels in distress; and sailed again on the 12th, on another cruise. The following is a list of officers: Alex. V. Frazer, *Lieut. Comd't*; John B. Falton, *1st Lieut.*; John S. S. Claddock, *2d Lieut.*; Frederick A. Barstow, *3d Lieut.*; John Taylor, *Warrant Pilot.*

# ARMY AND NAVY CHRONICLE.

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METEOROLOGICAL JOURNAL, KEPT AT THE OBSERVATORY, CAPITOL HILL, THE MONTH OF DECEMBER, 1838.

Communicated monthly for the Army and Navy Chronicle.

Days of the month.	Phases of the Moon.	9 A. M.				3 P. M.				TEMPERATURE		RAIN or Snow	Evaporation.
		Barometer.	Therm'ler.	Hygrometer.	WIND, Direction and Force.	Weather.	Barometer.	Therm'ler.	Hygrometer.	WIND, Direction and Force.	Weather.	Max.	Min.
			San. Shade					San. Shade				Inches.	Grains.
1	○	29.270	00 31	34	00	Calm	29.776	76 59	37	04	S'ly & W'd	42	26
2	○	29.270	00 41	36	05	S'ly & W'd	29.793	76 59	33	17	N'd & W'd	52	29
3	○	30.272	42 29	20	09	Fresh	30.232	00 36	18	18	do	52	28
4	○	30.296	00 32	20	09	Calm	30.252	00 38	37	01	Eastward	38	31
5	○	30.014	00 40	00	00	Calm	29.800	00 43	43	00	Southward	43	31
6	○	29.948	48 40	29	11	Northward	29.848	00 38	24	11	N'd & W'd	41	19
7	○	29.872	40 20	23	07	Light	29.740	62 41	30	11	S'ly & W'd	41	19
8	○	29.676	42 26	30	06	Northward	29.716	58 41	27	17	N'd & W'd	46	28
9	○	30.372	58 22	15	07	Fresh	30.310	49 24	14	14	do	43	18
10	○	30.350	52 21	14	07	Light	30.251	35 32	15	17	Southward	32	22
11	○	30.130	66 31	26	08	do	29.988	68 50	34	16	S'ly & W'd	30	30
12	○	29.916	82 42	28	14	do	30.132	60 43	22	21	N'd & W'd	49	25
13	○	29.986	52 24	12	12	Southward	30.120	63 32	25	07	S'ly & E'd	32	24
14	○	30.186	00 71	34	00	Calm	30.061	00 40	40	00	Westward	39	29
15	○	30.084	00 32	32	00	do	30.015	00 41	40	04	Calm	43	30
16	○	30.270	48 31	26	04	N'd & E'd	30.292	33 37	56	01	Eastward	52	27
17	○	30.332	00 31	20	11	Northward	30.186	00 32	39	02	N'd & E'd	35	25
18	○	29.312	00 34	00	00	Calm	29.890	42 36	03	03	Northward	41	21
19	○	29.292	53 36	24	12	N'd & W'd	29.964	00 35	33	02	Westward	37	25
20	○	30.080	66 27	15	12	do	30.076	58 30	18	12	N'd & W'd	32	26
21	○	29.712	00 32	23	09	S'ly & W'd	29.672	00 40	22	14	N'd & E'd	41	27
22	○	29.454	00 39	37	02	S'ly & E'd	29.484	71 45	35	07	Southward	44	32
23	○	29.710	54 23	09	14	N'd & W'd	29.823	44 20	08	12	N'd & W'd	32	40
24	○	30.308	52 16	03	11	do	30.340	49 20	10	10	do	32	40
25	○	30.260	30 21	13	05	S'ly & W'd	30.244	47 34	16	18	do	36	22
26	○	30.116	00 32	20	12	N'd & W'd	30.142	61 32	14	18	do	36	19
27	○	30.253	00 12	12	10	do	30.186	58 26	13	13	do	32	15
28	○	30.430	35 18	11	07	Light	30.346	00 28	22	06	Southward	38	08
29	○	29.600	00 30	25	05	do	29.870	58 21	27	07	N'd & W'd	39	03
30	○	30.272	40 03	00	00	Southward	30.261	58 21	90	21	S'ly & W'd	22	07
31	○	30.600	34 00	00	00	Calm	30.623	61 24	15	06	Southward	24	05
Mean		30.060	50 29	22	07		30.048	56 35	25	10		40	21

For Remarks, accompanying the Journal, see next page.

## REMARKS.

December 4th, at 11 P. M. a Lunar halo, with a vertical semi-diameter of  $21^{\circ} 25' 40''$ , which continued until 3 A. M. of the 5th, when the moon was obscured a fog. Dec. 9th, commenced snowing at 5 A. M., and continued until 8 A. M. Dec. 8th, from 11 P. M. until 2 A. M. blew very heavy from the N'd & W'd. Dec. 17, commenced snowing at 11.30 A. M. at 8 P. M., changed to rain.

Dec. 23d, gale began at 4 A. M.; moderated at sunset, and began again at 11 P. M. Dec. 24th, moderated at sunrise. Dec. 26th, an imperfectly formed Lunar halo, which continued visible the greater part of the night. Dec. 28th, commenced snowing at 7 P. M. and continued until 4.30 A. M. of the 29th, when the wind veered to the N'd & W'd; after which clear and cold.

## COMMUNICATIONS.

## UNITED STATES MILITARY ACADEMY.

Every person must, if he possesses a liberal and comprehensive mind, and an enlarged and philosophic love of country, take a deep interest in the affairs of this, our only National Military School. Accordingly, we find among unprejudiced, intelligent, and truly patriotic statesmen of all parties, individuals who, how conflicting and irreconcilably diverse soever their opinions on other points of general importance may be, still, in this one instance, meet on common ground, and frankly acknowledge the utility of the WEST POINT ACADEMY. It is true, there are men in the ranks of both of the grand leading parties of the day, and in those of the minor subdivisions of party, who embrace every opportunity to manifest the most rancorous and unqualified hostility towards this excellent institution; and it may be, that a few of this small number are actuated by pure and unexceptionable motives; that is, they oppose the Academy, either from an honest belief that the maintenance of it is unconstitutional, or that it is not productive of such a degree of benefit to the country as would warrant the expense of supporting it.

But while we acknowledge the probability that some few of the enemies of the Military Academy are honest in their opposition to it, and while, therefore, we do not accuse such persons of duplicity, or selfish and designing motives, but rather of a want of intelligence, we are, at the same time, compelled to state our sincere belief that most of those who are hostile to the Academy profess and practise this hostility in the very face of light and knowledge; being frequently aware of the falsity and sophistry of their own views, and being actuated by the most unpatriotic and interested of considerations; namely, their own aggrandizement; or from some personal cause of dislike.

As intelligence spreads among the people, the diminution of the number of the opponents to the Military Academy is most rapid and astonishing. We have seen prejudices against this school, the most deeply-rooted in the minds of men of the most limited education, melt away before argument and fact as the snow melts under the influence of the sun's fierce rays. It is growing less and less easy for the political aspirant to ride into office on this once favorite and successful hobby. Time was—when ignorance and prejudice on this subject ruled the minds of the mass of the people—that a declaration of open and implacable enmity to the West Point Institution, was almost sufficient to cause the success of any applicant for political promotion; even in the west, where there has been the greatest bitterness of opposition to this institution, the people are beginning to acknowledge the two undeniable propositions:—*First*, that our country must have an army. *Second*, that the officers of this army must receive a regular military education.

Persons assenting to these two propositions must, of course, assent to the one recognising the existence of the Military Academy, which is clearly a corollary to the two former. It is truly consoling to a friend of the Academy that, how numerous and virulent soever have been its antagonists, still the enlightened citizens and the shining lights of the nation—men whose fame fills the world—have not barely tolerated the United States Military Academy, but have been its zealous and admiring advocates and supporters. The very fact that West Point has its friends and its foes among all parties clearly shows that it is disconnected from, that it is above, all party considerations. The summit of its own noble "Cro Nest" is not more unharmed by the waves which break at its base, than is the Military Academy by the clasmors and the turmoil of party. This Institution, which has been constantly on the increase in usefulness, as it has been in fame, quietly, but energetically, pursues the even tenor of its way, too lofty in its dignity, and in its proud consciousness of value to the country, to bruit its own consequence to the world, or to deign to make a word of reply to the calumnies of its enemies. We never heard it alleged as an objection to, or a recommendation of, any party, that it is for or against the Military Academy. No! It stands proudly aloof from the contaminating influence of party politics.

But although so warmly in favor of the Military Academy, we are not so blinded by our attachment to it as to suppose it perfect. We think it probable that it is as free from errors and defects, and that it answers the purposes for which it was established as well, as any similar Institution in the world. Still it has its imperfections, which seem to attend every thing of human origin. In our opinion there are some, not to say many, points in which the Institution might be improved and rendered more efficient. We have no objection to make with regard to the mode of appointing cadets. This strikes us as unexceptionable. If the power is occasionally abused by the appointment of the sons of fierce political partizans, this difficulty is obviated by the fact that the nominee, if he be unworthy, remains but a short time at the Academy, being removed to make way for a more worthy person. Nor do we complain of partiality on the part of the officers in authority at the Academy. The most rigid impartiality is exercised. It is perfectly immaterial whether you are the son of the proudest and richest aristocrat, or the poorest pedlar and tinker in the land. If you are talented and honorable, you will secure the respect and love of both officers and cadets. But we object to one or two features in the system of education pursued at West Point.

In the first place, we think it would be both fairer and wiser for the cadets of the different classes to fill the offices of their classes in rotation. But this is not the subject which we intend to bring on the tapis at present. What we mean to say is, that in the military instruction given at West Point, too much attention is paid to *tactics*, to the exclusion of *strategy*. We cannot but think this highly impolitic, and we are astonished that it is permitted by the very talented and competent Professor of Engineering, of whose department *strategy* is a very important branch. *Practical strategy* is totally neglected at West Point; and that it is a higher, a more important, and a more difficult branch of the military profession than *tactics*, all must admit. Why, then, is not more *practical* attention paid to it? Cadets drill *into* four or five years in the ranks as privates—with muskets on their shoulders. We feel perfectly convinced that if at least one year of this number were devoted to *strategy* drill, much benefit to the cadets would accrue from it. *En passant*, every cadet should act in his turn in all the various grades of the army—as private, corporal, sergeant, lieutenant, captain, major, lieutenant colonel, colonel, brigadier general,

and general in chief. Every cadet should learn, in the field, all the duties of these various functionalities, as well as those of all the corps—the engineers, the topographical engineers, the ordnance, the artillery, the dragoons, and the infantry; and also those of the staff, (the quartermaster, adjutant, &c.) Every single duty of all these different corps and officers should be learned and practised in the field, (on drill, both in strategy and tactics,) as well as recited in the section room. A part of the drilling time of the year should be devoted to tactical drill exclusively, and the remainder to strategic and tactical united.

When the latter drill is carried on, we would have the battalion of cadets divided into two equal and contending portions, each commanded by a member of the first class, and the members of this class to have this command in rotation. Each army should have its full complement of field, company, and staff officers, and non-commissioned officers. The major general commanding for the drill, his field officers, his staff, and, in short, all those who are entitled to it, should be mounted. Each army should have its band and its colors, its battery of artillery, (with its officers from the first class,) also its detachment of dragoons. Then there should be made all kinds of "demonstrations," advancing, retreating, marching, and countermarching, in front of the enemy; passing real obstacles and defiles, and not imaginary ones; charging on foot and on horse; forming, in reality, square against cavalry; in short, fighting what is termed "sham battles;" and every thing should be done with all due regard to the inspiring accompaniments of the "pride, pomp, and circumstance of glorious war."

At the same time the Professors and Assistant Professors of engineering, the Instructor and Assistant Instructor of tactics, and the Professor of artillery, should be present to superintend the operations of their respective departments—to correct errors, and suggest plans; and they should, of course, be mounted. We would have each army placed in all the various situations of ground that could possibly occur in time of war—hill, valley, river, open and woody country, &c., &c., and have the skill and judgment of its officers tested and improved in these efforts to extricate it from difficult positions. The topographical engineers should take sketches of the country; the dragoons should scout and act as flankers; the musketry should perform its various duties; and, to be brief, every thing should be done on the regular scientific plan, which would be followed in a real fight between two finely-disciplined armies. A cadet could learn more in one drill, conducted on these principles, than he would learn in a lifetime with a musket on his shoulder in the ranks, at a common tactical drill of wheeling out of, and into, column, marching by flank, &c. Instead of drill being then, as it now is, a dull and distasteful duty, from which very little, if any thing, is to be learned after the first year, it would be an exquisite, an exciting, and a highly intellectual pleasure, whose arrival would be hailed with infinite zest and delight, instead of with disgust and repugnance. In this way all the cadets on the field would derive improvement from all the practical instructions given. The strategists would learn not only their own duties, but those of the tacticians besides; and the same with regard to the tacticians, for each would see the operations of the other.

We would also recommend the regular sieges of fortifications, and the defences of them, according to the elegant and judicious methods now taught at the Academy.

If the sensible recommendation of our worthy Secretary of War, that a company of dragoons be stationed at West Point, so that the cadets can have the use of the horses, be attended to, it would facilitate the carrying into execution of the plans proposed, as it would afford the means of learning dragoon

service, and furnish horses to those officers who should be mounted on drill.

There are innumerable reasons for adopting the course of military instruction here proposed, but a moment's reflection must suggest them to every military man. What we regard as the most important and cogent arguments are—that cadets would then take an interest in what is now exceedingly listless and dull; that it would make them think and converse with each other on military matters, and thus strengthen their minds and quicken their apprehensions; and that it would add vastly to their stock of professional information.

Much more might be said on this interesting topic, but the writer has already exceeded the limits he had assigned to himself, and he must, therefore, postpone his further remarks until another time, cherishing the hope that abler pens than his will second his views.

SAM JONES.

### APPOINTMENTS IN THE ARMY.

MR. EDITOR: Permit me to use the medium of your columns, while I conscientiously deprecate the existence of certain abuses, which have been and still are exercising an injurious influence over the hitherto high standing of our army, and which no this but the hope of future correction and redress have rendered barely tolerable. Perhaps my plain remarks may attract the momentary notice of the "powers that be." If it should so chance, they will do well to heed them.

I refer to the practice which has been in vogue for the last five or six years, of granting commissions to dismissed cadets, and other individuals still less fitted for, or deserving of, the honorable name of military officers: discharged private soldiers, whose conduct and character while in the ranks, the records of courts martial extant will serve to elucidate.

In looking over the regulations of the Military Academy, we find the following, Par. 74:

"No cadet dismissed from the Institution, or compelled to resign on account of idleness, neglect of duty, or any species of misconduct, shall be appointed to any military office or post, in the service of the United States, until at least five years after the promotion of the class to which he belonged."

To be convinced of the palpable and glaring disregard to this regulation, and consequent injustice to the Military Academy and army in general, the reader need only compare the register of officers of dragoons and infantry, with the records of dismissals from the Military Academy for the last five years. If he will attentively examine and compare dates, he will perceive that within that period, many individuals, who, on account of misdemeanors or deficiency of intellect or application, have been judged unable to compete with their worthier class-mates, have been doing duty as officers of the army, while in many cases, those very class-mates were yet toiling and struggling at the military school, to prepare themselves to render effective service to their country by holding a place below them. Can any thing exercise a more baneful influence than this upon the best interests of the institution? Can any practice be better calculated to wither the hopes and crush the ambition of the aspiring student, than to see and learn daily, that idleness and incapacity must and will insure greater and speedier rewards than talent and application? What can be more discouraging, what can be more humiliating?

Well may members of Congress count over the annual resignations in our army, and cry out against the uselessness of military education. When young gentlemen of honor and high spirit can learn to brook injustice and indignity, then will the number of those resignations be diminished: but not till then.

AN OFFICER OF THE WESTERN DIVISION.

## APPOINTMENTS IN THE ARMY.

To the Hon. Secretary of War :

SIR : I beg leave to call your attention to a rule of the Military Academy, which says that, "No cadet dismissed from the institution, or compelled to resign on account of illness, neglect of duty, or any species of misconduct, shall be appointed to any military office or post, in the service of the United States, until at least five years after the promotion of the class to which he belonged."

You may not be aware, sir, that in the few last years, and in your own administration, too, this rule has been so far violated as to appoint dismissed cadets in the army prior to the graduation of their classes. Order No. 46, 1st Nov. 1838, presents two or three instances of a recent date.

The effects of this practice, from which no good can arise, are to get the refuse of the Academy into the service, and to produce dissatisfaction among all the cadets and graduates of the Academy who are affected by it.

Where is the necessity of toiling through the Academy, when by getting dismissed therefrom, a cadet can gain promotion in the army a year or two in advance of his class? On the other hand, if the above rule is not placed on record, as some warrant that industry and perseverance are to be rewarded, why is it left in existence? But the truth is, that this rule was made for no other object, and as long as it remains in force, it is the foulest perfidy to allow it to be disregarded.

With what feelings do you suppose a young officer serves, who, upon joining his regiment for the first time, is assigned to duty in a company, the first lieutenant of which was once dismissed from his own class, or perhaps the one below him, for ignorance or stupidity, or both? He feels that the Government has acted with bad faith towards him in this instance, and he feels no security in its future integrity; he does not know whether his zeal in the service, or his valor in the battle field, are to meet a surer reward.

Much was hoped for from the Boards that were assembled to examine applicants; but this point seems to have escaped their attention, if, indeed, the cases alluded to were before them. From you alone, sir, must proceed the corrective; and if the good of the service is at your heart, as all believe, you will not fail to check an evil, which I fear has escaped your attention. You will quicken the energies and revive the hopes of many, who may fill exalted stations in the military history of their country; or you will drive men of spirit from the service, and leave drones in their stead, who would rather play clerk and dangle at a lady's skirt, than seek distinction in the face of the enemy.

Your obt<sup>d</sup> serv<sup>t</sup>.

R.

## DUELLING.

MR. EDITOR: The resolutions lately offered in Congress on the subject of duelling, have suggested a few loose thoughts upon the *code d'honneur*; which, as they do not amount to a defence of the practice, and are, indeed, in their application restricted to the naval and military professions, may find a place, at some convenient time, in the Chronicle; especially as I do not expect you to endorse my opinions upon this somewhat *tabooed* subject.

Perhaps no character can be more despicable, and at the same time more abhorrent, than that of a *professed* duellist. The man who by a long course of practice renders himself a proficient in the use of his weapon, to be enabled to hit his antagonist with certainty and effect, and then seeks opportunities to provoke a quarrel, merely for the barbarous pleasure of fighting, and to obtain the horrible *clat* of having "killed his man," is a more dangerous character in society than a robber or an assassin. Such men have existed, and perhaps do still exist; yet the vanity that craves for such a stimulus can be regarded only

as mere insanity; and as a general rule, such a person is at heart a coward, who, secretly aware of his own deficiency in courage, and fearful that the world will suspect the truth, endeavors to establish a factitious reputation upon the grave of the victim of his remorseless heat and more practised hand. For such vampires of society I should blush to make an apology; nor could a custom, however chivalrous in its principles and venerable for its origin, be defended, if it often became, in the hands of such men, a means to terrify the weak, or to minister to the cravings of a tiger-hearted vanity. But such men at the present day are rare, and where they do exist, never fail to get, sooner or later, their well earned deserts. But duelling has its more legitimate uses; and the best light in which we can view it, is, as a necessary evil. In spite of all the sophistry we may use to extenuate the crime, it is to be feared that the duellist is but "an honorable murderer" after all. In extreme cases, and under excessive provocations; as a means of redeeming one's character from reproach and ignominy; of asserting the rights of helpless innocence, of preventing the strong and unprincipled from trampling upon one's dearest rights and most hallowed feelings; in short, as a last and final resort. When all other means have been tried and have failed, the practice of duelling may be tolerated, even if, according to the stricter code of moral right, it cannot be fully justified. Duelling may be decried, in general terms, as a remnant of the dark and uncivilized ages, ere christianity, science, law, and good morals, had assumed their rightful ascendancy over the brute force of the iron-arm and the blood-stained hand. Some may see but small difference between the principle which induces the duellist to seek the life of his antagonist at the muzzle of the pistol, and the fierce impulse of revenge which directs the hand of the Amalasian to the hilt of his ever ready knife. Others may doubt of its necessity in a civilized society; and still others may demur at the frequent injustice of its results, since it not infrequently happens that the injured person falls, while his aggressor lives to triumph in his success. But though it may be thus in various ways condemned, its necessity is often apparent, and society by actions, more powerful than words, tacitly approves and encourages the practice. None can feel flattered by the friendship of a man who has "pocketed an insult," or with sufficient grounds to fight, has refused to give or accept a challenge. As chastity is the highest virtue of woman, courage is still considered the chief virtue of man, and he who declines an appeal to his courage, trifles with his honor; who shows, as it is called, "the white feather," becomes, thenceforward, a proscribed being; a thing "disowned of gods and men." His reputation is gone, "the immortal part of himself, and what remains is bestial." Thus society, including men of God and men of law, the most philosophic, and the most pacific, and above all, the fair sex themselves, give the custom of duelling their silent sanction and approval.

Now if duelling is necessary and allowable in civil society, it must be still more so in all purely military communities, where "honor is the ruling star;" where the deadliest stigma is cowardice, or that approach to it which is discovered by a want of prompt and proper spirit; where the greatest stain upon the escutcheon of the officer is endurance of insult, and where it is a received maxim that he who will not hazard his life in defence of his own rights, of his own honor, can scarcely be depended upon in the day of trial, to defend those of his country.

But turn your eyes towards a man of war, and especially cast a glance into the stercorae, and say what other restraint upon the passions of such froward spirits as you will see there, would be of any avail in maintaining proper decorum. A number of rash, hot and often ill-tempered young men, with unformed characters, and vacillating principles, perhaps the

most of them just from their boyish homes, where they had been spoiled by the foolish indulgence of parents, or the servility of servants, are now crowded together within the narrow, uncomfortable quarters of a midshipman's berth: their minds rendered irritable by deprivations and hardships; their often misunderstood duties a fruitful source of bickering; personal collisions, prejudices, animosities and jealousies, instigating to open rupture; without self-control, without worldly experience, or a knowledge of conventional manners and breeding, is it surprising that frequent quarrels should arise, and were it not for some such potent restraint upon their conduct, what could be expected but anarchy, abuse, vulgarity, and petty tyranny?

In the old Beuhov-times of the navy, midshipmen were not, in manners or in condition, many removes above the foremast hands of the berth deck. Then their vulgar quarrels were settled with the fist, and a black eye or a bloody mouth was cured over a can of grog. The causes of their quarrel were washed away in liquor, and the effects were forgotten when the combatants—"ARCADUS AMBO, *id est*, blackguards both," became dead drunk! A steerage was taken a sort of hell in miniature. The situation of the younger and more feeble was that of slavery to the older and more powerful; and the coarse manners which characterized the officer of the old school, were first acquired in a midshipman's berth.

At the present day, although a steerage is composed, necessarily, of the same crude elements, yet ungentlemanly language is seldom heard, or unbecoming rudeness of conduct seen. The sense of personal responsibility to the laws which govern gentlemen, has given tone and elevation to intercourse, and respectable conduct on the part of any individual, meets with prompt rebuke from all.

It may be asked, is there no method of naval discipline by which the personal demeanor of officers could be controlled and regulated, and which would be sufficient to prevent quarrelling, or to punish insult, without leaving to the officer the task of avenging himself? Such a scheme would scarcely be found practicable. The discipline of the navy, as it only affects the public deportment of officers, or in its restricted application to the enforcement of duty, is already severe, rigid, and irksome; and if it could be made to embrace the private demeanor of officers towards each other, (which is doubtful); if, for instance, it were extended to their deportment at their own mess table on board, or their personal conduct in society ashore, it would become a tyranny of the most invidious and insupportable description. The mess room of a ship, in especial, is the officer's temporary home; the place to which he principally looks for those few comforts that ameliorate his condition; where for a brief time he may throw off the wearisome formalities of public duty, and where the nice distinction of rank ceases for a while, and a system of espionage and restraint should no more be introduced than within the sacred precincts of the domestic circle of home. Where, indeed, official interference ought never to penetrate, unless the conduct of the inmates be such as would have a tendency to injure the general discipline and good order of the ship; but where the mess should be its own regulator, and each individual personally accountable to his own immediate messmates. When the other system has obtained, and official power been exerted to regulate private deportment, it has never failed to produce the most vicious results, until the unhappy vessel has become a floating purgatory.

The idea that duels would be deplorably frequent were they allowed as the *ultima ratio* in all disputes, is erroneous and contradicted by experience. Duels are far less frequent now, than they were formerly; but not because the laws for their suppression are more severe, nor the risk of fighting greater, but because a higher tone of principles pervades the ser-

vice, and more correct and gentlemanly manners are instilled into the young officer upon his first entrance into the navy. The very motives that make the officer willing to dare every hazard to obtain personal satisfaction when the urgency of the case requires it, decreases, at the same time, the frequency of such extreme cases; and officers are not more fond of risking, unnecessarily, their lives in personal quarrels than men of more pacific professions. If the laws which at present exist against duelling have not, in most cases, been rigidly enforced, it has been because duels have not generally taken place unless their necessity was apparent as the only means of rescuing the honor of the parties from stain, and also the honor of the service, with which their own is identified. When one is certain that a "*lie*" or a "*blow*" can only be washed out in blood, one will not be likely to give such an offence himself, nor any provocation which might elicit such a rejoinder.

The young officer who rests upon his personal consideration, and is amenable for his personal conduct directly to the officers at his own rank, would be likely to guard his conduct with more care, and more jealous scrutiny, than were he only responsible to the laws of public discipline, which could not possibly extend to every trivial case—trivial, though not the less important, of social intercourse. This opinion, too, is borne out by fact, and will be substantiated by the experience of every officer of the navy. Thus, if gentlemanly manners, refined and courteous language, and higher sense of honor, have taken the place of low vulgarity, rudeness and intemperance of the old school; and it, also, quarrels and their appeal have become more rare, I think that most navy officers will agree that the causes which have mainly produced these good effects, may be traced to the custom of duelling. X.

#### DRY DOCKS.

The debates in the House of Representatives upon this subject are painful, though to some they may be amusing. They certainly indicate great inattention to the subject on the part of some of the honorable speakers on the occasion.

One gentleman remarked—"Go to England; how many dry docks has she? more, by one, than we have." As we have only *two*, we are to infer from this remark that England has only *three*.

Some years since, England had:

- 3 dry docks at Deptford,
- 3           "   at Woolwich,
- 5           "   at Chatham,
- 3           "   at Shrewsbury,
- 8           "   at Portsmouth,
- 4           "   at Plymouth,
- 2 probably at Pembroke,

— 26 certainly, and probably 25; besides numerous building slips—wet docks—graving docks—cambers—jetties—tore houses—roperies—antheries—linen and yarn houses—rigging houses—mast ponds, houses and slips—wharves, &c. &c.

Some gentlemen seem to think that we have now docks enough: that is, one at Norfolk and one at Charlestown, Mass. Experienced officers, who were required to lay down the plans of our navy yards, which plans have been approved by the President of the United States, in conformity with law, have said we should have one dock at Portsmouth, four at Charlestown, Mass., three at Norfolk, &c.

In time of peace we can do tolerably well with the present docks; but considerable detention has been experienced for want of more. Suppose three or four ships to be in port, all requiring to be docked, with a view to their thorough repair. You can dock but one at a time, and the others must wait to take their turns respectively; thus three ships that might all be repaired in two to three months, if we had three docks for them, may require six to nine



months to be repaired. In time of war, this, probably, would be a serious national calamity. Peace is, as we have often heard, and always thought, the right season to make wise preparations for war; and were I responsible to the nation for its security, were I a member of Congress, I should be governed by this maxim.

It will take, probably, four years, possibly six years, to construct a dock upon approved principles; and were we to commence their construction to-morrow, we could not, probably, have the full benefit of using them in the repair of our ships before the year 1815; and it appears to me that the true question now should be, at what positions shall we require docks before that period. With all possible humility I would suggest, for the gravest consideration of those who are entrusted with the public safety, that our number of docks, and their positions, should be multiplied to such an extent, that any of our ships of war might find appropriate places for repair and equipment in every harbor on the line of our coast, affording a sufficient draft of water for their ingress and egress; constructing them of such dimensions as would be adapted to the description of vessel which can conveniently approach.

Thus at New York or Brooklyn, not less than two; one adapted to ships of the line, and one to frigates; at Philadelphia I would have at least one, adapted to frigates and smaller vessels; at Charleston I would have one, at least, for sloops and smaller vessels; and I would certainly add to the number now at Norfolk, and Charlestown, Mass.

In time of war, while we may hope for victory, and the efforts of our gallant seamen may be nobly exerted to secure it, we should remember that defeat is at least among the possibilities; and surely it is wisdom to foresee and provide such arrangements as will render the effects as little disastrous as possible. If, being whipped in the morning, we are ready to battle it again in the evening, we shall surely be indulged in the enjoyment of our favorite policy—long continued peace; for it would scarcely be to the advantage of any nation to go to war with a people so wisely prepared promptly to give blow for blow.

**FLORIDA WAR.**—Mr. Benton, chairman of the Committee of Military Affairs of the Senate, has reported a bill from that committee, providing for "the armed occupation and settlement of that part of Florida, which is now overrun and infested with marauding bands of hostile Indians." The principle of the bill is to grant land to the settlers who will go to the parts of Florida indicated, establish stations, and maintain their possession until the country is pacified and the Indians removed. Three hundred and twenty acres of land is the quantity proposed to be granted, to be selected by the settlers themselves, each for himself, according to priority of settlement. Provisions for a year, and also ammunition to be furnished to the settlers who go beyond the latitude of the Withlacoochee. We believe that this bill has been reported upon full consultation with the Secretary at War, several officers who have served in Florida, and many inhabitants of the Territory, and that they all concur with the Senate's committee in believing that this bill presents the true, safe, expeditious, cheap, and effectual method of bringing the Florida disturbances to an end. Accompanying the bill is a letter from the Surgeon General, Dr. Lawson, in answer to inquiries from the chairman of the committee, in which he presents the most cheering prospect of the facility of obtaining good land, healthy stations, and plenty of provisions for the settlers. The letter has been printed to accompany the bill, by order of the Senate, and is herewith presented to the public; and we take the occasion to say that Dr. Lawson's views and information are entitled to the highest confidence, the whole being given from ac-

tual experience and personal examination, and botomed upon both military and medical services in the peninsula of Florida. The Doctor having had a military command, and served much in the Territory, and especially in the extreme southern part of it, which he so well and so interestingly describes, *Globe*.

#### DOCUMENT.

*Relating to the bill "to provide for the armed occupation and settlement of that part of Florida which is now overrun and infested by marauding bands of hostile Indians."*

SURGEON GENERAL'S OFFICE, }  
December 30, 1838. }

SIR: Your communication of the 28th instant, on the subject of an armed occupation and settlement of that part of Florida now overrun by the Indians, I have had the honor to receive.

In reply to your several interrogatories, "How far it is possible to find land fit for cultivation for these settlers, especially towards the extremity of the peninsula? whether healthy positions can be had for stations; and what are the facilities of raising grain and vegetables, and of getting fish and game for the support of the settlers?" I beg leave to present to you the following statement, as the result of my knowledge and experience in relation to the matters submitted to my consideration.

There is an extensive range of country and of very good land between the cove of the Withlacoochee and Silver Spring branch, at the head of navigation, on the Ochlawaha, and there are many good tracts between those two rivers, extended to the Indian settlements called Pilakihaha, where there is another body of good land.

This section of country is capable of supporting several thousand inhabitants; there is a plenty of game in it, and the rivers and lakes in the vicinity afford fish in abundance; and, withal, it has the advantage of water communication by the Withlacoochee with the Gulf of Mexico, and through the Ochlawaha and the St. Johns river with the Atlantic. In addition to these considerations there are several healthy points in the country, particularly in the vicinity of Fort King; and here a large settlement should be made, as it will be the barrier between Indians and the white settlements, and constitute the base of operations.

There are some good lands on Talekehopto, both near the head of the river where it is called Pease creek, and on the lower banks near the head of Charlotte's harbor.

There are three or four good tracts on or near the banks of the Cochoa Hatchee, particularly in the vicinity of Fort Thompson, at the great crossing of the river. Fish and game abound, I believe, in this region. I am not so satisfied as to the healthfulness of this section of the country; but it should be occupied at all risks, as it is on the line of the nearest practicable route between the Gulf and the Atlantic side of the peninsula.

A few good tracts can be gotten on the shores, and on the islands within Marcos sound, near Cape Roman.

There is a beautiful tract of land on Pavilion river, ten or twelve leagues southeast of Cape Roman, and some parcels of good land may be found on the banks of Shark river, and on the shores of Lake Manitou, ten leagues still farther east.

At Cape Sable there is a beautiful spot for a military post and depot for a colony, which should be established on a prairie, running east and by north from that cape along the coast towards Cape Florida. This prairie runs immediately on the seashore for thirty-five miles, then turns a little north and to the interior of the country, extending, perhaps, twenty or thirty miles more in length. It appears to be an inclined plane, falling imperceptibly from the sea shore to the everglades, a distance of fifteen or twenty

miles, to the interior of the country. From what I saw of the products of the land on the cape and the islands in the vicinity, I am induced to believe that the soil of this prairie will produce, in great perfection, grain and vegetables of every kind, with sugar cane, cotton, &c. Through the prairie there are numerous clumps and groves of trees, which will afford both fuel and building timber for the settlers. The keys and sand bars in front of the cape make an excellent harbor for steamboats and sail vessels drawing from six to ten feet water. The waters along this coast are full of turtle and fish of every kind, and the prairie and woods around abound in game.

The immediate site of Cape Sable is evidently healthy, as are almost all situations directly on the seaboard; and I have no doubt that healthy positions can be gotten on the prairie, as the climate is delightful even in the summer season, from the prevalence of the sea breeze, or trade winds.

There are also good tracts of land on the New river, and a great body of it on Indian river, both on the Atlantic side of the peninsula; and near this last river, on St. Lucie's sound, another settlement should be made. This section of country, being within the influence of the sea atmosphere, should be healthy; fish abound in the rivers and sounds about, and game perhaps is plenty in the country.

The settlement on the Gulf side at Cape Sable, and on the Atlantic side near Indian river, with the present military post at Tampa Bay, a small post at Punta Rassa, a blockhouse at or near Cape Florida, and another at Jupiter inlet, with the occasional assistance of a revenue cutter, will command the whole coast, and cut off the intercourse between the Indians and Spanish fishermen, and boatmen from the British isles; while the two settlements more in the interior of the country, with a military establishment some where on the middle ground between the Colloosa Hatchee and the Indian river settlements, will be in a position to control the Indians.

I have, like yourself, arrived at the conclusion that the war with the Seminole Indians can be terminated in a shorter time, and at less cost, by an armed occupation of the country, than by a continuance of a regular mode of warfare. Our armies have been for years engaged in hunting up, pursuing, and killing a few Indians in each campaign; and, judging from the success we have already had, it will take five or ten years longer to kill off those that still remain, and seem determined to remain, in the country. The establishment of military colonies, on the other hand, will change the system of warfare. Instead of the white men fighting the Indians in their natural fortresses, the Indians will have to come out and attack the whites within their lines of defence, and where the skill and intelligence of the civilized man can have its influence. We shall act on the defensive; and experience teaches us that we are better at repelling an invasion than in making a conquest. The Indians will certainly attack our settlements, and in each conflict, and in each succeeding year, will lose more men than have fallen before our heavy columns marching through the country.

This is the way that the western country was won from the savages of that region. The pioneers to the west pitched their camps and built their blockhouses through the country, and then fought a little and worked a little, until the Indians, finding that they could not dislodge the white men, pulled up stakes themselves, and retired beyond the Mississippi.

And so will the Seminole Indians act, for they cannot abide in the same country with the white man. As soon as they find that the white men have set themselves down near their favorite haunts, and are determined to hold on to the country through summer and through winter, and for ever, they will, after repeated unsuccessful efforts to destroy or drive

off the settlers, in submission to their destiny, surrender to the white man, and ask to be removed to the west.

The proposed system of operations will have the advantage, too, of settling the country while the war progresses, and by the time that the Indians have retired from the country it will be under cultivation, and in a state to admit at once of a great influx of population. Whereas, under the present order of things, the immediate theatre of action will be rendered still more desolate as the war continues; and the adjacent districts being also drained of their resources, the country will not be in a condition to receive a body of emigrants for twelve or eighteen months after the Indians have been cut off, or have been removed to their new country beyond the Mississippi.

I have the honor to be, very respectfully, your obedient servant,

TH. LAWSON, Surgeon General.

The Hon. THOMAS H. BENTON.

United States Senator, Washington.

**AN INDIAN TALK.**—Several Indian Chiefs of the Ojeda, Stockbridge, and Munsee tribes, from Green Bay, while in Albany last week, dined with Gov. Seward. After dinner, when the chiefs were about to take their leave, A. E. Quinny, a Sachem of the Stockbridge tribe, addressed the Governor, through an interpreter, as follows:

Father! I address you according to the covenant friendship of our forefathers. After yours had increased and become greater than mine, your great chiefs were to be fathers to my people. I am pleased to say that from that time to the present, this covenant of friendship has been kept sacred. I am particularly pleased to find that you, though young and just raised to be the father of a great nation, condescend to notice your red children also. You kindly invited us to dine and smoke the pipe of peace with you, which we have now done.

Father! Upon such occasion as this, it is customary with your red children to make some acknowledgments; and I have risen for the purpose of expressing to you my most hearty thanks for the kindness you have been pleased to show your red children now before you. I feel and do regard it as a renewal of our covenant friendship. I also thank the Great Spirit above for his goodness in allowing us to have this social interview at this time—for inclining your heart so favorably towards us; and, as I have heard you express, a sincere regard for the welfare of all your red children. May He be a father to you, and assist you to accomplish, satisfactorily, all the great work you will be called upon to do for your great nation—and give you many and happy days.

Father! It is very probable that I am the last of the *Muhheconnets* that will ever come on business to this place. My present fire place is so far removed towards the setting sun that it is really hard to come here. But I hope you will not suffer me to come in vain. I wish to have the business of my nation with this Government settled. Until then I shall be satisfied and willing to bid adieu to my fathers, brothers, and the land containing the bones of my forefathers. This is all I have to say at present. My colleague joins me in all that I have said. —*Albany Evening Journal.*

Several powerful nations are now exercising all their energies to improve the discipline, and increase the forces of their navies; and at such a time, the Government of the United States, which has so much at stake on the seas, should not be idle with respect to the navy of our own country. The Emperor of Russia, for the last dozen years has effected much towards improving the condition of the Russian navy, and can now send forth a formidable fleet of line

of battle ships from the Baltic or the Black Sea. The Sultan of Turkey is building ships of war, and purchasing steam frigates—and the ships of his fleet are to be commanded by British naval officers of well known skill and experience. France has labored long and successfully to improve the character of her navy, and in the event of a war between that power and any other nation, the French navy would occasion a vast deal of trouble. The recent attack upon Vera Cruz is a proof of the excellence of the French in the art of gunnery. The last advices from England state that it is the intention of the English Government very considerably to augment their navy immediately, with the view of reinforcing the British fleets in the Mediterranean, the India, and other stations. Orders have been sent to the dock-yards to this effect, and the enrolment of men is, we have been assured, in active progress. The position of affairs in the east is stated to be the main cause of the reported large increase of the navy.

When such preparations are going on among powerful European nations, it is time for our Government to turn their attention to the American navy. The Pennsylvania and the Columbus should be fitted away forthwith. The ships now on the stocks should be launched, and the keels laid for vessels of various sizes without delay. Money enough has been expended in the Florida war—some should now be expended for improving and strengthening the navy. It is time for Rip Van Winkle to be awake!—*Boston Mercantile Journal*.

**YANKEES IN THE BRITISH SERVICE.**—Mr. Eliza Lyman, formerly of this town, has four sons in the British army in Canada, two Captains and two Lieutenants under full pay. Doubtless in early life, their martial predilections were cultivated in our Yankee militia, being of the two Majors, two Captains, or one of them, perhaps, like ourselves, holding a Corporal's commission. "Great oaks from little acorns grow," in Old Hampshire as well as in Canada.—*Northampton Courier*.

#### SELECTED POETRY.

*From the New York American.*  
STANZAS.

BY LIEUT. G. W. FATTEN, U. S. A.

"OH! LET US DIE LIKE MEN."

*Written previous to the battle of the Okechubbee.*

Roll out the banner on the air,  
And draw your swords of flame!  
The forming squadrons fast prepare  
To take the field of Fame,  
With measur'd step your columns dun  
Close up along the glen.  
If we must die ere set of sun,  
Oh! let us die like men.

We seek the foe from night till morn,  
A foe we do not see—  
Go roll the drum and wind the horn,  
And tell him here are we.

In idle strength we watch a prey  
That lurks by marsh and fen;  
But should he strike our lines to-day,  
Oh! let us die like men.

'Tis not to right a kinsman's wrongs  
With bristling ranks we come—  
Our sisters sing their evening songs  
Far in a peaceful home.

We battle, at our country's call,  
The savage in his den;  
If in such struggle we must fall,  
Oh! let us die like men.

Remember, boys, that mercy's dower  
Is life to him who yields;  
Remember, that the hand of power  
Is strongest when it shields.  
Keep honor, like your sabres, bright;  
Shame coward fear—and thou,  
If we must perish in the fight,  
Oh! let us die like men.

#### WASHINGTON CITY; THURSDAY, ..... JANUARY 24, 1839.

Commodore READ will find, on his arrival in the East Indies, some work already cut out for him. The temporary absence of our public vessels from that quarter of the world has emboldened the Malay pirates to attack a merchant vessel, called the *Eclipse*, belonging to Salem, Mass., on the 24th August last, on the coast of Sumatra. They murdered the captain and a young man, and then robbed her of \$26,000 in specie. The triage *Columbia* and ship John Adams sailed from Rio Janeiro the latter part of July, and we hope will reach the scene of murder in time to give the pirates such another lesson as that they got at Quallah Baltoo.

We are informed that JOHN BOYLE, Esq. resigned the situation of chief clerk of the Navy Department on Thursday last. No successor had been appointed as late as yesterday, so far as we could learn.

It had been reported in several public prints, that WILLIAM LEGGETT, Esq. formerly of the U. S. navy, had been, or would be, appointed to this station; but the *New York Evening Post*, of which paper Mr. LEGGETT was once associate editor, doubts the correctness of the report, and we should suppose the *Post* had some knowledge on the subject. We observe, likewise, that Mr. LEGGETT proposes to revive the *Plain Dealer*, a political paper established by him some months ago, and abandoned for want of adequate support.

The Pensacola Gazette, after being suspended several weeks, has passed into the hands of Mr. John McKinlay. So important a naval station as Pensacola, the rendezvous of the West India squadron, should not be without a press, for we look to it regularly for intelligence of the movements of our vessels in that quarter.

**REVENUE CUTTER SERVICE.**—We have not been able to procure the list of officers belonging to this service, owing to the great pressure of business in the Treasury Department.

Col. MANY, with four companies of the 3d Infantry, returned to Fort Jesup on the 15th ult. from the expedition to the frontier of Texas.

Commander FRENCH FORREST has been appointed to the command of the U. S. ship *Warren*, now preparing at Norfolk for a cruise in the West Indies.

Very few orders issued last week, excepting officers to the Constitution and Warren; but as the list is not complete, we defer the publication until next week. No army orders since last week.

TO CORRESPONDENTS.—"Sam Jones" will perceive that we have taken the liberty to suppress some parts of his communication, which rather detract from than add to the force of his arguments. This is a privilege which we shall always exercise, when communications contain either exceptionable matter, or abound in expletives which can be omitted without changing the writer's meaning.

## LETTERS ADVERTISED.

PHILADELPHIA, Jan. 15, 1839.

ARMY—Lieut. A. P. Allen, E. S. FAYSSOUX.  
NAVY—P. Mid. J. Anderson, Com. J. Hull, Dr. D. C. McLeod, Capt. Joseph Smith, Dr. Lewis Wolfley, 2  
TALLAHASSEE, Jan. 1, 1838.  
ARMY—Lt. J. C. Fletcher.  
NAVY—R. Emmett Howe.

## PASSENGERS.

NEW YORK, Jan. 14, per ship Quebec, from London, Capt. M. C. Perry, of the navy. Jan. 18, per packet ship Albany, from Havre, J. W. Cooke, of the navy, bearer of despatches.

CHARLESTON, Jan. 13, per steamboat T. Salmoud, from Black creek, via Savannah, Col. W. S. Harney of the army.

PROCEEDINGS OF CONGRESS,  
IN RELATION TO THE ARMY AND NAVY, &c.

## IN SENATE.

## STANDING COMMITTEES.

*On Military Affairs.*—Messrs. Benton, Preston, Tipton, Wall, and Allen.

*On Militia.*—Messrs. Clay, of Alabama, Swift, Mouton, Smith, of Indiana, and Foster.

*On Naval Affairs.*—Messrs. Rives, Southard, Tallmadge, Cuthbert, and Williams.

*On Indian Affairs.*—Messrs. White, Sevier, Tipton, Linn, and Swift.

TUESDAY, DECEMBER 4, 1838.

Mr. RIVES presented a memorial from Commodore James Barron, praying remuneration for certain items disallowed him by the accounting officers of the Treasury.

THURSDAY, DECEMBER 6.

On motion of Mr. RIVES, the memorial of Commodore James Barron was referred to the Committee on Naval Affairs.

MONDAY, DECEMBER 10.

The President presented reports from the War and Navy Departments, showing an account of their expenditures. Read, and laid on the table.

Mr. BAYARD presented the petition of Charles F. Smith, in behalf of himself and other officers of the line of the army, praying to be placed on the same footing as the staff, in relation to pay and emoluments. Referred to the Committee on Military Affairs.

Mr. WILLIAMS introduced the following resolution: *Resolved*, That the Committee on Naval Affairs be instructed to inquire into the expediency of amending or repealing an act for the more equitable administration of the Navy Pension fund, passed March 3, 1837.

TUESDAY, DECEMBER 11.

Mr. LINN introduced a bill to amend an act entitled "an act for the appointment of commissioners to adjust the claims to reservations of land under the 14th article of the treaty of 1830, with the Choctaw Indians."

The resolution introduced yesterday by Mr. WILLIAMS in relation to the Navy Pension Fund, was taken up and adopted.

Mr. RIVES gave notice that he would ask leave to introduce a bill regulating the pay of masters in the navy.

WEDNESDAY, DECEMBER 12.

The CHAIR presented reports from the Secretary of the Navy and the Navy Commissioners' office in relation to the expenditure of the contingent fund, &c.

Mr. RIVES presented a petition from surgeons of the navy. Referred.

On motion of Mr. McKean,

*Resolved*, That the Committee on Naval Affairs be instructed to inquire into the expediency of making an allowance for house rent to the officers of the navy yard at Philadelphia.

Mr. RIVES, on leave, introduced a bill to regulate the pay of masters in the navy. Twice read, and referred.

MONDAY, DECEMBER 17.

Mr. WALL presented a remonstrance from officers of the line of the army, complaining of distinction made by the late law of Congress between the officers of the line and staff, and asking that their pay be made equal to those of the staff, or that of the staff be reduced. Referred.

The bill, explanatory of the act regulating the pay of brevet officers, was read and referred.

WEDNESDAY, DECEMBER 19.

Mr. RIVES, from the Committee on Naval Affairs, reported, without amendment, the bill to regulate the pay of masters in the navy.

Mr. RIVES, on leave, introduced a bill to explain and amend the fifth section of the act of 1834, for the better organization of the Marine corps. Read twice, and referred.

Mr. BUCHANAN offered the following resolution, and asked for its consideration at this time:

*Resolved*, That the Committee on Naval Affairs be instructed to inquire into the expediency of providing for the construction of one or more steam vessels of war, to be employed in the naval service.

Mr. B. advocated the adoption of the resolution. It would seem that both England and France were giving the subject the most serious attention, and an emulation appeared to exist between them, as to which should most speedily construct and employ the greatest number of these vessels. If they should prove as efficient for attack and defence as they were represented to be, both in French and English publications, our country would be placed in a most unfortunate condition in a war with either nation. We must advance as the world advances.

Mr. DAVIS advocated its adoption; and it was agreed to, *nem. d.s.*

THURSDAY, DECEMBER 20.

On motion of Mr. PRENTISS, the petition of James Smalley and others, presented at the last session, praying compensation for the Vermont militia at Plattsburg in the late war, was referred, with the documents, to the Committee on Military Affairs.

Mr. RIVES introduced a bill to establish and regulate the navy ration, and for other purposes.

On motion of Mr. NORVELL,

*Resolved*, That the Committee on Commerce be instructed to inquire into the expediency of making appropriations for the improvement of the harbors of Great Port Sheldon, and New Buffalo, in the State of Michigan; and also into the expediency of making an appropriation for the construction of a pier and beacon light at Mackinaw, for the removal of a bar in lake George, in the straits of St. Mary's, and for the removal of obstructions to navigation at the mouth of the river St. Clair, in that State.

FRIDAY, DECEMBER 21.

Mr. TIPTON, from the Committee on Military Affairs, reported a bill fixing the compensation of the senior clerk in the Adjutant General's office.

SATURDAY, DECEMBER 22.

On motion of Mr. WILLIAMS, of Me., *Resolved*, That the Secretary of War be requested to communicate to the Senate such information as may be in his possession in reference to the defence of the frontier of the State of Maine, the number of troops employed at this time within the State, and the posts at which they are stationed.

## HOUSE OF REPRESENTATIVES.

MONDAY, DEC 10, 1838.

The SPEAKER laid before the House a communication from the Secretary of the Navy, transmitting an abstract of the expenditure of the contingent fund of the naval establishment for the year ending 30th September, 1838.

Also, a communication from the Secretary of War, transmitting statements of the expenditures of the contingent fund of the War Department for the year ending 30th September, 1838.

The SPEAKER announced the appointment of the following standing committees:

*On Indian Affairs.*—Messrs. BELL, EVERETT, CHANEY, PARKER, GRAHAM, of N. C., LEWIS, PETRIKIN, BANKS, and PARRIS.

*On Military Affairs.*—Messrs. McKAY, COLES, GRENELL, RIVES, KEMBLE, MASON, McCLELLAN, of TENN., HALSTED, and GLASCOCK.

*On the Militia.*—Messrs. WAGNER, CURTIS, HOLT, ALLEN, GRIFFIN, GALLUP, DUNN, SOUTHGATE, and DENNIS.

*On Naval Affairs.*—Messrs. INGHAM, MILLIGAN, REED, WISE, GRANTLAND, MOORE, PAYNTER, ANDERSON, and PICKENS.

*On expenditures in the War Department.*—Messrs. CLOWSEY, VANDERVEER, HOLT, MORRIS of Ohio, and MARTIN.

*On expenditures in the Navy Department*—Messrs. BRODHEAD, MAXWELL, GOODE, EDWARDS, and GRAMHAM.

THURSDAY, DEC. 13.

The SPEAKER laid before the House a letter from the Secretary of the Navy, in answer to the resolution of July last, as to what number of clerks have been employed to answer calls for information by the House during the last session of Congress.

Also, a letter from the same, transmitting statements of the expenditures on account of the contingent expenses of the Secretary of the Navy and the Navy Commissioners for the last year.

WEDNESDAY, DEC. 19.

Mr. CAMBRELENG, from the Committee of Ways and Means, reported a bill making an appropriation for the protection of the northern frontier of the United States.

FRIDAY, DEC. 21.

Mr. MALLORY offered the following resolution:

*Resolved*, That the Secretary of the Navy be directed to inform this House what measures, if any, have been taken to carry into effect the act of 1836, making an appropriation for the selection of sites and erection of marine barracks at Charlestown, Gosport, and Pensacola.

Mr. CAMBRELENG reported the following bills:

For the support of the army for the year 1839;

Making appropriations for the naval service for 1839.

### DOMESTIC INTELLIGENCE.

PENSACOLA, Jan. 5.—Surgeon John S. Wily, having been assigned to duty in the navy yard at this place, relieved Dr. Sharp on the 12th ult., the latter having returned to the north in the *Grampus*, which sailed on the 29th ult. Assistant Surgeon Alexander J. Wedderburn arrived here some six weeks since, and entered upon duty in the yard.

Purser Philo White having received orders from the Navy Department to relieve Purser Henry Etting in the navy yard at this place, arrived here about three weeks since, and has entered upon duty at the yard. Purser Etting has been appointed to the U. S. frigate *Constitution*, destined, as is now understood, for the Pacific station.

The U. S. Government schooner *Woodbury*, having been detached from the revenue service, and transferred to the Navy Department, Lieut. Comdt. John S. Nicholas has been assigned as her commander, and sailed hence on the 22d ult. for New Orleans, the Mexican coast, &c.

Lieut. J. T. McLaughlin having been ordered in command of the Government schr. *Wave*, which is subject to the orders of the War Department, sailed a few days since for the Gulf coast of Florida, to co-operate with the army in repressing the depredations of the Indians.

From the north, we learn that Captain William B. Shubrick has been assigned to the command of the West India squadron, to relieve Com. Dallas, who, it is understood, will be placed in command of the *Pensacola* navy yard; and it is likewise understood that Commander James M. McIntosh will be ordered to this yard, to relieve Commander Latimer.

Capt. Joseph J. Nicholson, we see it stated, has been assigned to the command of the "Horne Squadron," which is to consist of two or more vessels of war, and to cruise, during the winter season, on our Atlantic coast, for the purpose of affording relief to merchant vessels in distress, or giving them protection against perils from "low, black schooners." Com. N. has since deceased.

The U. S. schr. *Grampus*, having been attached to the West India squadron for several years, sailed from this port on the 29th ult., in command of Lieutenant John S. Paine, for Norfolk, or such northern port as he may find most easily accessible at this season of the year; where the schooner will doubtless soon be repaired and again fitted for sea.

The U. S. sloop of war *Vandalia*, (at present Commodore Dallas's flag ship) lies at anchor a short distance off the wharf in this city. Her officers are: Com. Uriah P. Levy; Lieutenants L. Pennington, Geo. M. Hoce, Grey Skipwith, Spencer C. Gist; Purser Jas. Brooks; Acting Master Henry J. Paul; Assistant Surgeon Daniel S. Green, acting as Surgeon. We have not learned the names of the midshipmen and warrant officers.

The U. S. sloop of war *Natchez*, Benj. Page, Esq., commander, sailed from this port on the 28th ult., on a cruise to the Windward Islands.—*Gazette*.

ST. AUGUSTINE, Jan. 5.—The road ordered to be surveyed, under Major Ashby, from Fort New Smyrna to Lake Mellon, has been designated, Lieut. Gunnison, Topographical Engineers, superintending. Capt. Fulton's company, and Lieut. May's company, 2d dragoons, are to repair to Volusia.

Capt. Mickler's company, Florida Volunteers, will garrison Forts Peyton and Hanson.

It is said that a large body of Creeks are concentrated near the forks of the Ocklawaha.

The road cut by Col. Fanning from Fort Butler to Fort King, is finished, and said to be the finest piece of work in Florida, reflecting great credit upon that enterprising and gallant officer.—*News*.

ST. AUGUSTINE, Jan. 10.—Lieut. Col. Harney, of the 2d regiment U. S. dragoons, arrived in this city from Black creek on Saturday last, and departed again yesterday for Washington.

The report that there was a large body of Indians on the Ocklawaha, turns out to be untrue. We understand that the country in that region has been recently and thoroughly examined; but no Indians seen, nor any fresh signs.—*Herald*.

At the recent commencement at the University of Alabama, the honorary degree of Master of Arts was conferred upon J. G. Barnard, of Mobile, captain in the United States corps of Engineers; and upon Arnoldus V. Brumby, Tutor in the University.—*Tuscaloosa Flag of the Union*.

MOVEMENT OF TROOPS.—One hundred recruits left this city yesterday morning, under the command of Capt. Clary, and Lieuts. A. W. Allen and H. Fowler, of the 5th infantry, for Detroit. They were conveyed in wagons and are intended to augment the 2d artillery now stationed at Fort Gratiot.

Another detachment of 160 recruits arrived in this city on Friday last, from New York. They were under the command of Lieut. W. W. Chapman, and marched the entire distance (except from Albany to Ulrica) in a very short period.—*Buffalo Mercury*, Jan. 10.

NORTHERN FRONTIER.—We learn from the north that Colonel Worth relieves General Eustis in the command at Plattsburgh. Col. W. arrived at Albany a few days since from Sacket's Harbor, and had proceeded to his command. He is a most capable, discreet, and efficient officer.—*N. Y. Com. Ado*.

VIOLATION OF TERRITORY.—A late number of the *Natchitoches Herald* states that Gen. Rusk, with about 100 Texans, had crossed the Sabine in pursuit of some Caddoes, who had been in the Republic, and after disarming them and threatening the Agent, for furnishing them, as he said, with arms and ammunition, he recrossed the river. Immediately on the receipt of the intelligence at Fort Jesup, Col. Many with all the troops under his command, proceeded to Shreveport, the scene of the violation, but the result of his expedition was yet unknown.

NAVY REGISTER, FOR 1839.

A few copies only, for sale at this office. Jan. 24.

## CASE OF GEN. GRATIOT.

COMMUNICATION OF GEN. GRATIOT to the House of Representatives, containing his statement of the recent movements in regard to his alleged delinquencies:

The origin of my difficulty with the Government, was in the settlement of my accounts as disbursing agent for the fortifications in Hampton Roads, Va., the construction of which I superintended during nine years, commencing in 1819, until my promotion as Chief Engineer, and during seven years of that time I was charged with the disbursement of the funds for that purpose.

In the final settlement of my accounts as disbursing agent, a difference was found between my statement and that of the accounting officer of the Treasury Department, the nature of which, and my views on the subject, are shown in the following extract of a letter to the Secretary of War:

## ENGINEER DEPARTMENT,

Washington, Jan. 4, 1831.

To Hon. J. H. EATON, Secretary of War:

SIR: I have the honor to submit herewith for your consideration and decision on the cases presented, a statement of differences between the Third Auditor and myself in the settlement of my account as disbursing agent for the fortifications in Hampton Roads. The disallowances may be thus classed:

1st. Rent of quarters for Lieutenants Dutton and Monrocal.

2d. Medical attendance at Forts Monroe and Calhoun, one half of the amount paid only being allowed to my credit.

3d. Commission on disbursements at each work, a portion only of my claim being admitted, and the next rejected as inconsistent with the regulations.

4th. Errors in calculations, and omissions in my receipts. The third class of disallowances arises from a difference in the mode of construing the 893d paragraph of the Army Regulations, which fixes the compensation to be allowed to an Engineer, for disbursing the funds applied for the construction of fortifications.

I have charged \$2 a day for the disbursements at each place. (Forts Monroe and Calhoun,) whilst the Comptroller limits to that sum the disbursing of the whole amount of compensation for disbursing the funds placed in my hands.

It is plain, that if all the fortifications under construction at one time, (for which about \$800,000 are annually appropriated,) were situated near to each other, a single engineer might be charged with the general superintendence of them, and with the disbursements consequent on their construction. But it could hardly be expected that he would, for the small compensation allowed by the accounting officer's construction of the "Regulations," burthen himself with so great a responsibility. Such at least was not my understanding of the requirements of the regulation; and under the present circumstances, I must recur to the only existing provision of law on the subject, that made, in the 3d section of the act 3d March, 1809, allowing a compensation of 1 per cent, provided it do not exceed \$2,000 per annum. It is probably known to you that the disbursements on account of the works in Hampton Roads, were, previously to 1831, made like those on most other works, by a special agent of fortifications, appointed under the authority of the law just referred to, and having the compensation therein stated. The agent in Hampton Roads having become a defaulter for a large amount, (nearly \$30,000,) the funds for carrying on the work were placed in my hands under the regulations of 1821, mentioned in the 3d Auditor's remarks, and I continued the disbursements until the 30th September, 1829, up to which period about \$1,400,000 had passed through my hands, and have been accounted for, with the exceptions now before you. Notwithstanding the manner in which the regulations of 1821

were worded, I can hardly believe that in fixing the rate of compensation so far below that previously allowed to agents of fortifications it could have had reference also to the case of an officer disbursing an account of more than one appropriation of the usual amount; and my opinion rests not less on the change made in the form of that regulation in 1825, than on the palpable injustice of such a measure.

The duty of disbursing is not one of those with which the commission of an Engineer officer charges him; the proof of which, if any be necessary, is found in the fact of a special agent being appointed for that purpose; and ever since it has been confided to engineer officers, no bonds are required, as in the case of disbursing officers of the staff, and yet the regulations would seem as imperative with regard to the assumption of this duty, when assigned to them, as if it were sanctioned on the face of his commission; and a refusal to perform it, accompanied by a demand for the appointment of a special agent for disbursing, would, to say the least, be but ill received at the War office. So that in a case like the present, the only alternative left to the officer, who does not wish to jeopardize his commission by refusing to perform what is considered his duty, is that of encountering a risk for which he knows that he will not be compensated.

A division of a given amount of funds between two appropriations, requires distinct books and papers of all kinds, and in doubling the number of vouchers, and increasing the complexity of the accounts, increases also the risks of error, and of losses, in making payments. At the end of every month, during the time of my making disbursements on the works in Hampton Roads, I became responsible for the transportation of about \$4,000 or \$5,000, in notes and specie from Norfolk; the loss of a single month might thus have amounted to more than my commission, at the rate of \$2 per day, for seven or eight years.

The last class of the disallowances on my accounts show that this risk is not merely imaginary, although the amount of losses is small; but the want of a signature to one receipt, or the loss of a single voucher, which could not be replaced, would thus absorb, like the last item of the statement, the commission of half a year. The liability to such accidents is obvious, and is virtually acknowledged by the law I have referred to, which makes the compensation of the agent proportionate to the amount of disbursement.

On a review of this case, therefore, I hope, sir, that it will appear to you not only equitable, but legal, that an officer who has performed the duty of disbursing, in addition to the more immediate and difficult duties of his profession, should receive a compensation for it greater than one third of the allowance to an agent who performed no other services than those of disbursing.

All of which is respectfully submitted.

C. GRATIOT.

To this letter I have only to add, that the risks of loss alluded to are not imaginary, as is proved by the fact, that the officer who succeeded me, guided by an accidental discovery of discrepancy in the statements of materials received and those paid for, found, among the letters on file, a single voucher for \$1,404, which, by some oversight, had never been presented in my accounts, although the evidence of receipt and payment of the articles were clear.

In April, 1833, these differences still existing, the Secretary of War submitted the subject to the Attorney General, who declined giving an opinion in the case, and the matter remained unsettled.

In December, 1835, during the existence of the difficulties with France, Congress having refused an appropriation of money for the defence of the country, it was determined to make use of such balances of existing appropriations, as could be diverted from their proper objects, without serious injury to the

service, and to apply them to the purposes of the repair and armament of the fortifications. To do this, the money was drawn from the Treasury and placed in my hands, as a general fund to be remitted to various officers of the Engineer and Ordnance Departments, for the purposes stated. Of the whole sum (say \$100,000) about \$85,000 were thus drawn from the banks in which they had been deposited to my credit. These funds were advanced to different officers, and when appropriations for the particular purposes for which they had been used, were afterwards made, the sums thus advanced were refunded to me, and paid back into the Treasury to the account of the appropriations from which they had just drawn. Some of these funds were returned to me in 1835.

The works at Grand Terre, Louisiana, having been suspended, the amount originally drawn from that appropriation was to be the last refunded, as not being required for the purpose for which it was applicable. Pending these occurrences, in April, 1836, whilst I was still charged with the large amount of funds which were not actually in my hands, as above shown, my pay was ordered to be stopped, on account of the balance reported against me, in the former settlement. Of this stoppage of pay, I was not even officially advised, and but for an accidental conversation with a paymaster at a public place, I should have remained ignorant of the fact, until informed of it by the refusal of the paymaster to discharge my pay whenever I might present an account. It was under these circumstances that I considered myself entitled to the use of the public funds in my hands, so far as necessary for my own subsistence and that of my family; and finding myself placed in this unpleasant situation, I informed the Secretary of War, when called on, that I intended to retain the unexpended balance in my hands until a final settlement of all my accounts, when I would pay over the balance, which might be found due to the United States. The Secretary of War's call on me, dated the 17th of October last, was handed to me on the eve of my departure from this city, with a verbal message that it need not be answered until my return. In consequence of this message, and my subsequent sickness for some days, the answer was deferred until the 26th of November, and in the mean time, through whose means I know not, I was publicly stated to be a defaulter.

On the receipt of my answer, the President directed that the whole amount claimed by the United States, should be paid, about two thirds of it forthwith, and the balance in 30 days.

My impression that the course here directed, would enable the Government to deny the charge of delation, and would be used for that purpose, was confirmed by a conversation with others; but in the course of my arrangements for effecting the object, I learned with surprise, that I should be expected, after complying with the demand, to sacrifice my commission. As such a course would have been considered only as an acknowledgment of guilt, and by throwing it out of the power of Government to bring a suit (whilst there was no such power on my part,) would have deprived me of any means to bring the matter to a proper adjudication, and would in fact have inflicted on me the deepest injury, without hope of redress in any manner. I determined to refuse compliance with such injunctions, and to suffer such consequences as my refusal might produce.

The matter in dispute will now be brought, without delay or impingement on my part, to a judicial decision, and the judgment of a court of justice will place the subject in a proper light.

I have the honor to be, respectfully, etc.,

C. GRATIOT.

**THE LATE COL. ARMISTEAD.**—In the House of Delegates, yesterday, an order was submitted by Dr. COLLINS, Delegate from Baltimore city, directing

the Governor to procure a sword with suitable inscriptions to be presented to CHRISTOPHER HUGHES ARMISTEAD, only son of the late Col. GEORGE ARMISTEAD, as an evidence of the sense entertained by the State of Maryland of the value of his public services as commander at Fort MCHENRY in 1814. Dr. COLLINS, in presenting this resolution, pressed its adoption upon the House in a speech which arrested the undivided attention of the House. It was highly eloquent in language, abounding in rich classical and historical allusions, and was delivered in an energetic and interesting manner. We trust that we may have an opportunity of laying it before our readers.—*Baltimore Chronicle.*

## MISCELLANY.

DEPARTMENT OF STATE, }  
Washington, Dec. 27, 1838. }

The following notice has been transmitted to this Department by the United States Consul at London:

### NOTICE TO MARINERS

TRINITY-HOUSE, LONDON, Aug. 6, 1838.

#### NAVIGATION OF THE BRITISH CHANNEL—

Pursuant to the intention expressed in the notice issued from this house on the 3d May last, a light vessel has been moored, and buoys laid in the Bristol channel, the marks, bearings, and other particulars of which are as follows, the depths of water being those of ordinary low spring tides, and the bearings magnetic.

A revolving light is exhibited on board the light vessel, which will twelfth be continued from sunset to sunrise throughout the year.

#### THE LIGHT VESSEL

Lies in 5 3-4 fathoms, with the high land of Minehead on' with Flatholme light tower W. by S; the Usk light tower N. by E. 1-2 E.; a remarkable peak on the distant land, (known at See-me or See-menot,) on with St. Thomas's Head, S. 1-4 W.

#### BUOYS, VIZ:

Cardiff Hook, black and white checkered, lies in 2 fathoms, with Cardiff Church tower, its apparent length open eastward of a conspicuous clump of trees, N. N. W. 1-4 W.; Peterstone Church tower apparently midway between the spire of Newport New Church and the tower of the Old Church, N. E. by E; the Usk light tower N. E. by E. 3-4 E.

West Cardiff, black, with beacon, lies in 3 1-4 fathoms, with the east end of Steephole Island, on with the west end of Flatholme island at high water, S. 1-2 W.; Ball's Cottage, (white) open southward of Lavernock West Cliff W. 1-4 N.; Cardiff Hook buoy N. E. 1-4 E.

Monkstone, green, lies in 3 fathoms, half cable's length westward of the rock, with the south extreme of Barry island, on with the main land inside Scilly island V. by N.; Uphill Church tower, its apparent length open eastward of Brean down, S. by E; Flatholme light tower S. W. 1-2 S.

New Patch, white, lies in 9 feet, with the high land of Minehead, just open southward of the south end of Flatholme island, W. 3-4 S.; Cardiff Church tower, and the two glass house chimneys at Cardiff apparently at equal distances, the Church tower bearing the eastern object, N. 1-4 E.

Wolves, red and white checkered, lies in 5 fathoms, half cable's length westward of the rocks, with Haynes's Windmill, on with the east end of Scilly island, N. W. northerly; Penarth head, N. by E 1-4 E.; Flatholme light tower, S. E.

Lavernock, white, lies in 4 fathoms, with the northeast cliff of Barry island, (or Red Brink Point,) just opened southward of Ball Point, W. by N. 3-4 N.; Lavernock Church belfry, on with Lavernock Low Water Point, N. N. W. 1-4 W.

One Fathom, black, lies in 5 fathoms, with Barry Church (with belfry) twice its apparent breadth, on the west end of Barry island, N. by W.; Lavernock

Point N. E. by E.; Flatholme light tower E. north-  
erly.

East Culver, red, lies in 6 1-2 fathoms, with Pen-  
narh Head, on with Lavernock Point, N. N. E. 3-4  
E.; Black Nose Point, just open southward of Steep-  
holme Island, E. by N. 1-4 N.; Flatholme light  
tower, N. E. 1-2 E.; Burnham Church tower, S. E.  
by S.

West Culver, red and white striped, with beacon,  
lies in 4 fathoms, with the high land, within Swat-  
holme Cliff, a little open of the south end of Steep-  
holme Island, E. 1-4 N.; Willett's tower, well open  
to the westward of West Quantocks Wood, S. S. W.  
1-4 west, westerly; East Culver buoy, E. 1 2 S.

Gore, black, lies in 3 fathoms, with Worle Wind-  
mill, its apparent length on the south part of Brean  
down, E. by N. 1-4 N.; Burnham high light tower,  
its apparent length open eastward of the Low light  
tower; E. S. E.; Flatholme Island, its apparent  
width open northward of Steepholme Island, the  
light tower upon the former island bearing N. N. E.  
3-4 E.

Breaksea, black and white striped horizontally,  
with beacon, lies in 5 fathoms, with the Nash Low  
light tower, apparently midway between the High  
light tower and the white beacon upon St. Donat's  
Cliff, N. W. 1-2 W.; Evan's Farm House apparently  
midway between a large yellow dwelling house and  
Limpet house, the latter being the eastern object,  
N. by E. 1-2 E.

East Nash, black and white checkered, lies in 4 1-2  
fathoms, with Groes' house (yellow), twice its ap-  
parent width open westward of the tower upon Dun-  
raven promontory, N. easterly; the north side of  
the Nash High tower, on with the south side of the  
Low light tower, S. E. by E. 1-4 E.

Nash Swathway, black, lies in 2 1-2 fathoms,  
with Sker house, on with Rhwychwyn Point, N. 1-2  
E.; Newton Down windmill its apparent length open  
northward of Newton Cottage Church tower N. N. E.  
3-4 E.; the Nash High light tower, its apparent  
length open eastward of the Low light tower, S. E.  
1-2 E.; Tusker buoy, N. E.

West Nash, black and white checkered, with bea-  
con, lies in 6 fathoms, with Newton Down wind-  
mill, on with the centre of the breakwater at Porth  
Cawl, N. E. 1-4 by E. 1-2 E.; the Nash Low light  
tower, S. E. 1-4 E.; East Skerweather buoy, N.  
easterly.

Tusker, green, lies in 4 1-2 fathoms, a cable's  
length southwest of the rock, with Newton Down  
windmill, on with a cluster of trees, eastward of  
Newton Cottage Church tower, N. N. E. 1-4 E.; a  
windmill upon the sea shore, on with Dunraven  
Point, S. E. by E.; the Nash Low light tower, S. S.  
E. 3-4 E.

East Skerweather, red and white striped, lies in 6  
fathoms, with a conspicuous shaft on the summit of  
the highest hill, open eastward of Constantinople  
Cottages, the apparent length of them, N. N. E. 3-4  
E.; Margam trees, on with the west end of a long  
stone wall terminating near the beach, E. 1-2 N.  
Nash light tower, S. E. 3-4 S.; Mumbles light tower  
N. N. W. 1-4 W.

East Helwick, black, lies in 2 1-2 fathoms, with  
Rhossili Point, open westward of Tears Point, the  
supposed breadth of a ship, N. N. W. 3-4 W.; a white  
building upon the high land, apparently midway be-  
tween two white cottages below that building, N. N.  
E. 1-2 E.

Helwick Swathway, black and white striped, lies  
4 1-2 fathoms, with Barry Holmes, appearing in the  
centre of Worms Sound, N. N. E. 1-4 E.; Oxwhisk  
Point on with Porth Einion Point, E. S. E. easterly.

West Helwick, black, with beacon, lies in 5 1-2  
fathoms, with Rhossili Parsonage house on with the  
extreme east end of Worms Island, E. by N. north-  
erly; Caddy light tower, N. W. 1-4 N.; Porth Einion  
Point, E. S. E.

Woolhouses, red, lies in 3 1-2 fathoms, a half ca-  
ble's length southeast of the centre of the rocks,  
with Caddy light tower, its apparent length open  
southward of the beacon upon that island, S. W. 3-4  
W., Lidstep Point on with Giltar Point, W. 3-4 N.;  
Tenby Church spire, N. W. by N.

N. B.—The buoys laid off the Monkstone, Wolves,  
Tusker, and Woolhouses rocks, are to be considered  
as temporarily placed, it being the intention of the  
corporation to cause beacons to be erected on those  
rocks, if practicable.

By order:

J. HERBERT, *Secretary*,

#### MILITARY MOVEMENTS IN RUSSIA.

LEMBERG, AUSTRIAN GALICIA, Nov. 23.—Let-  
ters from the southern provinces of Russia state that  
the authorities had every where been ordered to call  
out by anticipation the recruits for the contingent of  
1889, and to see that all was completed before the 10th  
of December. Those recruits were to be marched  
to Kiew and thence sent on to the different corps of  
the army of the south. Those letters differed as re-  
spected the number of men, some rating it at 80,000,  
others at 100,000, and others still at 120,000.

The administration of the military colonies of  
Russia is constantly forwarding large quantities of  
wheat to Kichenew, to Kilia Nova, and Ismail, where  
extensive military stores are now being established.  
Wagons, wheels, timber, cartwrights' tools, and a  
great number of other articles for the use of the ar-  
tillery, are likewise collecting in those towns. In  
short, the Russian Government reinforces the south-  
ern army, and supplies it with all the means of tak-  
ing the field at the first signal.

There is a fact, which would seem to indicate that  
these preparations are making against Turkey. The  
twenty seven divisions of cavalry, quartered in the  
military colonies of Kherson, twenty five of which  
are entirely composed of light cavalry (Dragoons,  
Hussars, Hulans, and Lancers,) have been directed  
to place their squadrons on the complete war footing,  
whilst the two other divisions, consisting entirely of  
Cuirassiers, have received no such orders.

That twenty four battalions of reserve which were  
hitherto under the command of General Alexander  
de Witt, the Governor of the Military Colonies, are  
to constitute the corps of reserve of the southern  
army, and to be commanded by General Paske-  
witsch, who is expected at Odessa and Kichenew in  
the beginning of December.

The 30,000 Austrian soldiers who lately arrived in  
Gallicia and Buckovina are to be formed into an  
army of observation, which will shortly be increased  
to 80,000 men, and commanded-in-chief by the  
Archduke Ferdinand of Este, the Governor General  
of Gallicia.—*Commerce*.

#### MILITARY CONSPIRACY IN RUSSIA.

POSEN, NOV. 25.—We have received letters from  
St. Petersburg, announcing that the recent arrests  
which took place there were not exclusively confined  
to officers of the Imperial Guard in that capital, but  
that they extended all over the empire. In the Go-  
vernments of Southern Russia and the Military Co-  
lonies, the number exceeded 600. In the city of Odes-  
sa alone, 123 officers had been arrested, and removed  
to the fortress of Orsk. It appears that the con-  
spiracy just discovered had ramifications throughout  
the whole army. It was said that the General of  
cavalry, De Witt, was the first who announced its  
existence to the Autocrat:—

"I have heard from an unquestionable source that  
the Czar is alarmed in the highest degree at the  
spirit of discontent prevailing among the Russian  
troops quartered in Poland; that he has determined  
on replacing them by others, and has written to  
Field Marshal Paskevitch an autograph letter, up-  
braiding him in harsh terms with having allowed the



most pernicious doctrines to find their way into the barracks. It is believed that immediately after the marriage of the Duke of Leuchtenberg, General Paskevitch will be superseded in the Government of Poland.

"Before you receive this letter, the German journals will have informed you that the Russian General Rajowski had gained a victory over the Circassians, and taken the fortress of Socha; but these papers will not tell you that this victory was dearly purchased, or rather that the Muscovites suffered a frightful disaster without any victory. The Russian troops five times assaulted the fort and were as often repulsed with slaughter.

"After experiencing these checks, and sustaining a loss of 3500 men in killed and wounded, General Rajowski wished to make a last effort to carry the place; but his troops were so discouraged and demoralized that not a man consented to march forward. The General then sent for five battalions of Marines, who, after requiring and obtaining a promise that the fortress should be delivered up to plunder, agreed to scale the walls. The assault took place at night, the Marines gallantly climbed the ramparts, and entered Socha without striking a blow, or encountering the slightest resistance or obstacle. They only found in the place 30 pieces of artillery spiked or broken, and about 100 dead bodies lying on the ramparts or in the streets. The Circassians had evacuated the fortress a few hours before, and destroyed whatever they could not carry with them. This is what the Russians call the storming of Socha. — *Commerce*.

**THE HUDSON'S BAY COMPANY.**—The following extract from an excellent article in the *North American Review* for January, on the subject of "Nautical Discovery in the Northwest," gives the reader some idea of the "gigantic monopoly," known by the name of the "Hudson's Bay Company."—*Boston Journal*.

"The fact is now thoroughly established, that the Arctic Sea encompasses the northern extremity of America. The Hudson's Bay Company, for more than a century, was the great obstacle to the proper exploration of the Arctic regions of North America. Or, in the pungent language of the *Quarterly Review*, "from the moment this body of 'adventurers' was instituted, the spirit of adventure died away; and every succeeding effort was palsied by the baneful influence of monopoly, of which the discovery of a northwest passage was deemed the forerunner of destruction." The Northwest Company, after competing awhile with the Hudson's Bay Company, drove the latter to a compromise; and the result has been the union of the two associations under the corrupt charter of the latter, and the formation of a still more gigantic monopoly, which, like the East India Company in Asia, has gradually extended its odious and usurped dominion over an immense region of North America,—constituting a dangerous nondescript foreign power, intruded among us under cover of the flag of Great Britain, which nation stands ready to avow or disavow its acts, as the tide of circumstances may turn. This Company, we say—which we desire at all proper times to hold up to the censure and watchfulness of the people of the United States,—has in later times been shamed into occasional acts of exploration along the Arctic Sea. It professes to have finished that, which Parry, Ross, and Franklin had all but finished. Messrs. Dease and Simpson, of the Hudson's Bay Company, have recently explored the little there was left unknown betwixt the mouth of Mackenzie's river and Behring's Strait. And we may now aver—*There is a Strait of Anian*. That is to say, there is a water communication (though more or less obstructed by ice) from the Atlantic to the Pacific, along the arctic side of North America."

### *From the Albany Argus.*

**PRESENTATION OF A SWORD TO CAPT. DANIEL TURNER, U. S. NAVY.**—Capt. Turner commanded the U. S. brig *Caledonia*, in the naval battle on Lake Erie, fought on the 10th September, 1813, and performed his duty on that memorable occasion with distinguished valor and skill; but he did not, at the time, receive all the complimentary marks of distinction which were bestowed on some of the other officers. Gen. Wetmore, a member of the house of assembly from the city of New York, brought the subject of Capt. Turner's claims, and their long neglect, to the notice of the legislature, and its proceedings resulted in the passage of a resolution highly complimentary to Capt. T., by which the Governor was directed to procure and present to him a sword as a token of the high estimation which the people of his native state entertain for his services and character.

On Monday last, Gov. Marcy presented the sword which had been prepared for the purpose, to Capt. Turner, at his dwelling, in presence of several distinguished gentlemen. Owing to causes which it is unnecessary to explain, the sword was not finished until a few days previous to its presentation. Capt. Turner did not arrive in this city until Saturday evening last, and an opportunity was not therefore afforded for giving public notice of the presentation. The sword was manufactured by Mr. N. P. Ames, of Springfield, and is a very superior specimen of art.

The following is a description of it:

The hilt of the sword is of solid gold, in the form of a Maltese cross; the grip is mounted with a massive casque or helmet of gold. On one side of the grip, surrounded by foliage in chased work, is a tablet bearing the following extract from Com. Perry's despatch after the battle: "Lieut. Turner brought his vessel into action in the most able manner, and is an officer that may be relied on in all situations." On the other side, a scroll of history is represented, wound loosely around a staff, and bears record of the battle—"Victory Lake Erie 1813." On the arms of the cross the cap of Liberty is represented, in chased work, hanging on a staff surrounded with foliage and weapons of defence, over which the American Eagle bears the olive branch and arrows. On one side of the centre of the cross there is a chased tablet, bearing an anchor, and on the other side a similar tablet, with the head of Washington in bas relief, of pure gold. The scabbard is of silver gilt, and is mounted with three bands of solid gold, bearing tablets, on one of which is the coat of arms of the State of New York, chased in bas relief; on another, this inscription: "Presented by the Governor of the State of New York, in compliance with a resolution of the Legislature of that State, to Capt. Daniel Turner, of the U. S. Navy, as a token of the high estimation which his native state entertains of his talents as an officer, and his patriotic bravery evinced on several occasions, and especially in his command of the *Caledonia*, during the battle of the 10th Sept., 1813." On the other tablet, the battle scene is represented, in engraving and diamond ruling, on a gold plate. The lower part of the scabbard is ornamented with scroll work and a cornucopia, terminating with a naval trophy in fine engraving. The blade is richly polished, etched with various devices, and bears the inscription "viam inventi virtute aut facit—Inter Class Americæ et Brit. die Sept. 10, 1813."

The Governor, on presenting it to Capt. Turner, addressed to him the following remarks:

**CAPTAIN TURNER.**—Sir: The people of your native state have not been un mindful of your gallant conduct as a naval officer, and to me has been assigned the very acceptable duty of presenting to you a sword, "as a token of the high estimation which they entertain of your talents as an officer, and of your personal bravery evinced on several occasions,

and especially in your command of the *Caledonia*, during the battle of the 10th September, 1813," on Lake Erie.

I do not propose, sir, to review the services by which you have merited the gratitude of the nation. They are recorded in the history of our country, and must be familiar to those who delight to dwell on its brightest pages. Why did you not share in the particular marks of honor and distinction which were, at an earlier period, bestowed upon those with whom you largely participated in the glories of the naval action on Lake Erie, was a question considered by the legislature of this state when they resolved to present you with this testimonial of the gratitude of your native state. I do not find that the committee which was directed to make this inquiry, discovered any cause for what they justly regarded, as "a singular omission." They say in their report, "without searching into the cause of this neglect, they have satisfied themselves that no officer in the American navy has exhibited greater skill, bravery and courage, at so early a period of life, if indeed at any, nor more of that noble concomitant of true courage, an unaffected diffidence and modesty of character." Your extreme youth, being scarcely eighteen years of age—a circumstance which made your conduct the more remarkable—may have withheld from you a share in those peculiar distinctions which were paid your seniors. Whatever may have been the cause of this omission, it is sufficient for you to be assured, that it did not arise from any doubt as to your meritorious conduct in that engagement, or your just claim to a liberal share of its glory. In the line formed for the order of battle, the vessel you commanded was the *third* in station, but it was the *second* in the fight; and to use the words of your gallant commander, "it was brought into action in the most able manner."

The successful result of the battle on Lake Erie, gave a favorable turn to our military operations in that section of the country, where we had suffered the severest disasters. It gave us the complete command of the upper lakes, and secured an extensive frontier from the ravages of a border war. The people of this State participated, in more than an ordinary degree, in the benefits of this splendid victory: and it is but an act of justice on their part, to bestow on those who achieved it appropriate rewards. None are more appropriate, and none, I believe, more acceptable to the brave defenders of our country, than such as evince to them the gratitude and approbation of their fellow citizens. I ask you, therefore, in behalf of the People of this State, to accept this sword, which has been awarded to you by their representatives—upon a full consideration of your claims—as a testimonial of their high estimation of your general character and conduct as a naval officer, and particularly of your eminently useful services in the last war with Great Britain.

I take the occasion, in closing my remarks, to say, I rejoice that the attention of the legislature of this State was directed to this subject, and that your conduct as an officer, though for years passed by without due notice, has finally received the same recognition and approval, that at an earlier period were bestowed on that of your highly meritorious companions. I also rejoice that it has fallen to my lot to be the agent of the People of this State, to present to you this sword as a token of their grateful remembrance of your useful and honorable services. This beautiful specimen of mechanic art, with its rich mountings and appropriate devices and emblems, is highly creditable to the skill and judgment of the gentleman employed to manufacture it; and I trust in all respects it conforms to the views of the legislature, in obedience to whose directions it has been prepared, and is now presented to you.

To these remarks Captain T. made the following brief and very pertinent reply:

**Governor.**—This splendid token of the approbation of the citizens of my native State, I regard as the highest honor which could be conferred upon me. The allusion you have been pleased to make with regard to my past services, affords me the opportunity to say, that the exertions of the subordinate officers in command would have availed but little, had it not been for their able and gallant commander—the lamented PERRY.

Permit me, sir, through you, to offer to my fellow citizens my gratitude—my devoted services; and to your excellency my thanks, for the handsome manner in which you have executed the will of the representatives of this State.

*From the New Orleans Bee, Dec. 24.*

**DECEMBER 23d, 1814.**—This glorious anniversary was celebrated yesterday in a very becoming manner in New Orleans. The legion of Louisiana never exhibited so fine and martial an appearance as on this occasion. Many of the veterans who participated in the dangers of 1814 were recognized in its ranks, and the manly voice of Platche, which was heard above the storm of battle, giving the word of command on the night of the 23d to the volunteers of New Orleans, recalled yesterday the remembrance of that well fought field. The legion, in fact, is as well trained and efficient a body of volunteers as we ever beheld. New Orleans has reason to be proud of them, and relies with confidence on their fidelity and valour in every emergency that may occur.

At 11 o'clock Major General GAINES of the United States army, accompanied by Major General Wm. DEBAYS, commanding the first division of Louisiana militia, with his brilliant staff, entered the public square, in which the legion was assembled, and passed it in review. The spectacle was imposing and affecting. The venerable age of the reviewing general, his services and his wounds—the respect and homage which were so gracefully rendered him by the gallant men who surrounded and followed him; the noble appearance of the troops, and the glorious event which was the object of the celebration—all together constituted a scene, which no one could regard with indifference and which must have been highly gratifying to the bosom of every American who witnessed it.

Not the least interesting accompaniment of the review was the old standard of the New Orleans battalion, which waved so proudly and gloriously throughout the trying period of the invasion—now tattered by age—its luster still fresh and distinct; it reminded us of the stirring lines of Byron:

Yet, freedom, yet, thy banner, torn and flying,  
Streams like a thunder-cloud against the wind!

Between one and two o'clock the legion left the public square and marched through the principal streets. A dinner was given by Major General Debays and his staff in honour of the day at Davis's ball room, to which General Gaines, the officers of the French steamer of war *Meteor*, now in our port, with many other military and civil characters, were invited. We learn that the entertainment was of the most splendid description, and highly pleasing to all present, the hosts as well as their guests. The day was commemorated by several other parties in various quarters of the city and suburbs, and we may say, on the whole, that if the proceedings of yesterday afford a true indication of the feelings of the people of New Orleans the patriotism which such occasions are calculated to inspire and to renew, and which was exhibited with so much effect twenty four years ago, still burns in their hearts with undiminished fervor.

**NOBLE CONDUCT OF TWO SEAMEN.**—The generous character of a sailor is proverbial, but seldom has it fallen to our happy lot, to record an act more truly noble, than the following, which took place a

few days ago, in this city. A poor widow woman who occupied two rooms in a house, in the lower part of Commercial street, since the death of her husband, about six months since, has been compelled to earn a living for herself, and a family of young children, by taking in washing, and with all her industry and economy, her quarterly rent bill became due, before she could scrape together sufficient to discharge it. Unfortunately for her, the landlord was one of 'Old Crumbs' school, cold and calculating, mercenary and unfeeling. His sole business was to collect his rents, and all his recreation seems to be, to distress the virtuous. She begged of him to grant her time. He gave her two days—she asked for more and he refused, stating, that unless her rent was paid before 12 o'clock on the following day, every stick of her furniture should be put out of doors.

The time arrived when, agreeably to promise, his lackeys were sent down, and the threat was begun to be put into execution. The poor woman prayed the unfeeling landlord to desist in his purpose, but her prayers were in vain. At length, giving up entirely to despair, and wounded pride, she sealed herself upon her forlorn bed, with her little children crying around her. At this crisis two jolly American tars happened by, and espying the work going on, the door open, and the wretched woman and her children weeping, immediately stopped their course, and began to reconnoitre.

'I say shipmate,' cried one, 'there be some foul play going on in these waters—let's overhaul the craft!'

'Aye, aye, Jack,' replied the other, 'the young 'oman by the bed has hoisted signals of distress—her pumps are going in right earnest—let's give her a long hail.'

The tars called the woman to them, and from her soon learnt the whole of her story.

'Well, now shipmate, if that land-pirate hadn't ought to be lathered with hot tar, scraped with a rusty hoop, and then keel-hauled, for laying his grapple iron on the few loose spars which are scattered about this wreck. Never mind, my good 'oman, keep your spirits up, and we'll set out in the right course, with plenty of ballast and provisions. I say, you land lubbers, just delay there upon them things, we'll be responsible for the damage.'

'How much do you owe this land pirate?'

The woman told him the amount, when Jack took from his wallet the same in hard currency, and paid the bill, made the woman a present of a handful of silver, while his shipmate in the meantime, went to a butcher's shop near by, and brought back a large joint of meat, for the dinner for herself and poor children. They left, after receiving the poor woman's blessings, and wishes for their prosperity, and went whistling through the streets as though nothing had happened.—*Boston Herald*.

**MAMMOTH STEAM-SHIP.**—A friend has sent us the dimensions of an iron steam ship, now building in England, to run from Falmouth to Calcutta, which voyage, it is expected, will be performed in thirty-days.

"The Queen of the East" which is the name of the vessel, is to measure.

2617 tons—her engines are to be of 600 horsepower, with cylinder of 84 inches diameter, and 9 feet stroke. Her draft of water, at the greatest immersion, 15 feet.

#### Dimensions.

Extreme length,	-	-	310 feet.
Length of main deck,	-	-	282 do.
" between perpendiculars,	-	-	270 do.
" of principal cabin,	-	-	128 do.
Depth of hold,	-	-	30 do.
Width of beam,	-	-	45 do.

There will be 16 private rooms for passengers, and 400 berths.

There is now running an iron steamboat, between

London and Antwerp. *The Rainbow*. She has performed the distance between Blackwall, her point of departure, and the quay at Antwerp, in 16 hours and 50 minutes. Her engines are of 180 horse-power, 50 inches cylinder, and 4 1-2 feet stroke.

Her dimensions are as follows:

Tonnage,	-	-	580
Length of deck,	-	-	195 feet.
" between perpendiculars,	-	-	180 do.
Breadth of beam,	-	-	25 do.
Depth of hold,	-	-	12.8 do.

While Europe is thus making rapid strides in Ocean steam vessels—is America, the land of the invention of such vessels, to remain forever supine? Are Government and merchants alike indifferent or inattentive to the progress making elsewhere in this new arm of maritime superiority, an arm alike potent for commerce and for war? It would really seem that we, as a nation, had no interest in this new application of steam power, or no energy to appropriate it to our own use. We hope this apathy will not last too long.—*New York American*.

**OUR TARS.**—The number of seamen registered in the various ports of the United States, during the year commencing in October, 1837, and ending in September of the last year, as is shown by the returns made to the Secretary of State, is as follows: Maine 861, New Hampshire 140, Massachusetts 2554, Rhode Island 253, Connecticut 104, New York 882, Pennsylvania 523, Maryland 300, District of Columbia 27, Virginia 206, North Carolina 71, Alabama 45, Louisiana 382, Florida 39. Total, 6,495.

## NAVY.

### VESSELS REPORTED.

*Schr. Experiment*, Lieut. Comdt. J. Glynn, arrived at Norfolk from New York, on Saturday, 12th inst.

*Packet brig Consort*, Lieut. Comdt. Gardner, sailed from Vera Cruz for New York, Dec. 15.

**PACIFIC SQUADRON.**—Ship *North Carolina*, bearing the broad pendant of Commodore Ballard, at Callao on the 6th Oct. The schooner *Boxer*, Lieut. Comdt. Nicholson, was at Callao at the same time. The ship *Lexington*, Capt. Clack, and schooner *Enterprise*, Lieut. Comdt. Glendy, were to leave; and the ship *Falmouth*, Capt. McKeever, to windward.

**BRAZIL SQUADRON.**—Razez *Independence*, bearing the broad pendant of Commo. Nicholson, at Rio Janeiro, Dec. 1.

**EXPLORING EXPEDITION.**—Ships *Vincennes*, *Peacock*, and *Relief*, brig *Porpoise*, and the two tenders, at Rio Janeiro, Dec. 1—preparing for sea, and to sail in a few days. Officers and men all well.

**WEST INDIA SQUADRON.**—Ship *Erie*, Lieut. Comdt. Farragut, at the S. W. pass of the Mississippi, on the 8th inst., bound to Pensacola. Schooner *Granopus*, Lieut. Comdt. J. S. Paine, sailed from Pensacola for Norfolk on the 29th Dec.

## MARRIAGE.

In Philadelphia on the 8th instant, Lieut. JOHN A. DAHLGREN, U. S. N., to MARY C., daughter of the late NATHAN BUNKER, Esq.

## DEATHS.

At Louisville, Ky., on the 29th ult. Lieut. STEPHEN T. TIBBATS, of the 4th regiment of Infantry, U. S. army.

In Philadelphia, on the 5th inst., Passed Midshipman JAMES L. HEAP, U. S. navy.

On the 16th inst., MARGARET AUGUSTA NEVILLE, aged 4 years and 8 months, daughter of Lieut. F. A. NEVILLE, of the U. S. navy.

In St. Louis, on the 4th instant, after a short illness, JAMES DEAN, late a Captain in the 3d regiment U. S. Infantry, having served with benefit to his country and credit to himself, as an officer, during the last war with Great Britain, and after, for the term of twenty-two years.

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## MISCELLANY.

**STATE MILITARY CONVENTION.**—The proceedings of this body will be found at length in our paper of to-day. The two days deliberations resulted in a pretty thorough interchange of opinions as to the glaring defects and injustice of our present militia law; and in a determination very generally expressed to use every effort towards effecting a complete reform. Whether the Legislature will adopt the recommendation of the Convention, and appoint a board of militia officers to revise the existing laws; or whether they will confine themselves to soliciting the action of Congress on this subject, are questions that the lapse of a few weeks will determine.—*Albany Daily Advertiser.*

## STATE MILITARY CONVENTION.

A State Military Convention assembled at the Capitol in the city of Albany, pursuant to notice, on Tuesday, the 15th January, 1839.

The Convention was temporarily organized by the appointment of Col. JOHN GROESBECK, of the 89th regiment of Infantry, as Chairman, and Lieut. Col. J. BUNT, Jr., of the 59th regiment of Artillery, as Secretary.

The following delegates appeared and took seats as members of the Convention:

### 1st Division.

Major Glensworth, Col. Brown.

### 9th Division.

79th regiment 8th brigade, Maj. Richmond, Capts. Clark and R. Abbott, Jr.

155th regiment, 8th brigade—Col. R. Hawley, Capt. Baker, Major McCulloch.

### 23d Division.

Col. E. D. Smith, Capt. Geo. Dawson.

### 28th Division.

Col. Stephenson.

### 31st Division.

85th regiment—Major Shepard.

222d regiment—Capt. McArdle.

252d regiment—Col. Mumford.

263d regiment—Col. Tate.

5th brigade, Artillery—Lieut. Col. Savary, Majors Tallman and Sherwood.

3d brigade, Artillery—Major Weed.

9th brigade, 3d regiment—Col. Fonda, Major Clark, Capt. Potter.

11th brigade—Capt. Davis.

13th brigade, 13th regiment—Col. Williamson.

19th brigade—Col. Sawyer, Major Jansen.

61st brigade—Brig. Gen. Schuyler.

8th brigade, 43d regiment—Major Martin.

1st regiment Infantry—Capt. Cross.

16th regiment Artillery—Col. Pellett.

20th regiment—Capt. Williams.

34th regiment—Lieut. Col. Sammons.

35th regiment—Adj. Brayton.

89th regiment—Col. Sharts, Captains Salisbury, Fish, and Fair, Ensign House, and Adj. McAllister.

136th regiment—Major Lansing.

14th regiment—Col. Mott.

15th regiment—Col. Brant.

24th regiment—Major Robinson, Lieuts. Strickland, Payn, Howe, Crew, Meyers.

262d regiment—Col. Chichester, Lieut. Col. Clum, Major Brust, Capts. Sage, James Derrick, Andrew Derrick, and Green, Lieuts. Lewis Derrick, and Smith, Ensign Wallace.

Albany Military Association—Brig. Gens. Cooper and Ten Eyck. Cols. Relyea, Groesbeck, Rhoades, and Pruyn, Lieut. Col. J. Buel, Jr., Majors Fassett and Frisbee, Capt. Freeman.

9th battalion Light Infantry—Major Horton, Adj. Lansing, Capts. Wicks and Noyes, Ensigns Underhill and Springer.

Gen. Bogardus's Staff—Col. W. L. Stone.

Adj. Gen. R. King.

Lieut. Col. Green, Major Allen, Oswego, Colonel Hyde, Oneida county.

The following gentlemen were, on motion, appointed a committee to nominate officers to preside over the Convention, viz:

Brig. Gen. Cooper, Major Shepard,

Col. Brown, Capt. Davis,

" Pellett, " Waite,

" Chichester, " McCarty,

" Tate, " McArdle,

" Hawley, " Jarvis,

Lt. Col. Sharts, " Cross,

" Sammons, " Dawson,

Major McCulloch, Quartermaster Payn.

" Fassett, Adj. Brayton.

The committee retired, and, on returning, through Major Fassett, recommended the following gentlemen, who were unanimously elected officers of the Convention:

For President,

Brig. Gen. JOHN T. COOPER, Albany.

Vice Presidents,

Col. R. HAWLEY, Troy,

" THOMAS TATE, New York,

" W. B. PELLETT, Chenango county.

Secretaries,

Colonel Robert H. Pruyn, Albany,

Lt. Col. Jesse Buel, Jr.

Major J. S. Shepard, New York.

Gen. Ten Eyck offered the following resolution, which was adopted:

*Resolved*, That there be a committee of ten appointed to report business to be brought before this Convention at its next assembling.

The Chair appointed the following committee:

Brig. Gen. Ten Eyck, Col. Fonda,

" King, Major Sherwood,

Col. Hawley, " McCulloch,

" Stephenson, " Tallman,

" Smith, Capt. McArdle.

Lieut. Payn presented the report of the Committee on the Militia, of the House of Representatives, of which Mr. Wagner was chairman, and moved that it be read. Carried.

Said report was read by the Secretary, and referred to the committee appointed to report business, &c.

On motion of Major Sherwood, the proceedings of the Herkimer Military Convention were also read.

The Convention then adjourned till 7 P. M.

JANUARY 15, 7 P. M.

The Convention met pursuant to adjournment.

Captain Dawson offered the following resolution, which was unanimously adopted.

*Resolved*, As this Convention entertain a high sense of the gallantry and services of General Winfield Scott and Colonel Worth, now in this city, that a committee of three be appointed by the Chair, to wait upon these distinguished officers, and invite them to take seats in this Convention.

Col. Rhodes, Capts. Dawson and McArdle, were appointed that committee.

The committee subsequently reported that they had waited on those gentlemen; that Gen. SCOTT expressed great regret that he could not accept the invitation, as he intended to leave the city this evening; but that Col. WORTH would attend the future session of the Convention.

The following officers accepted the invitation of the Convention, and took seats as members thereof: Adjutant Gen. King, ex-Adjutant Generals Hubbell and McDonald, Gen. Lee, of the Senate, and Capt. Partridge.

The committee appointed to report business to be brought before the Convention, reported the following resolutions, which were adopted:

*Resolved*, That this Convention adopt the rules of the Assembly of this State, so far as applicable, for its government.

*Resolved*, That the Militia System of the United States demand at the hands of our National Legislature revision and reform.

*Resolved*, That this Convention recommend to the Legislature of the State of New York the creation of a Board of Military Officers to revise the present laws in relation to the militia, and to propose such reforms in the system as the change in the condition of the country, since the adoption of the system, has rendered necessary.

*Resolved*, That a committee of five be appointed by this Convention to prepare a memorial to the present Legislature, respectfully requesting their immediate attention to the subject of the reform of our militia system, and to call the attention of the National Legislature to the same subject; said committee to report to-morrow at 3 o'clock.

The following resolution was offered by Colonel Rhoades, and adopted:

*Resolved*, That the standing committees on the militia of the Senate and Assembly of this State be respectfully requested to attend the meeting of this Convention to-morrow, and during its future meeting.

Major Sherwood presented the following resolution, which, after a considerable debate, was carried by a majority of two:

*Resolved*, As the sense of this Convention, that militia officers and privates ought to be paid a fair compensation for their services, when called out for drills and inspections.

The following gentlemen were appointed a committee to draft a memorial:

Col. W. L. Stone, New York; Col. Groesbeck, and Pruyn, Albany; Col. Smith, Rochester; Major Tallman, Oneida county; Captain McArle, N.Y.

The Convention then adjourned until half past 3 P. M. to-morrow.

JANUARY 16TH.

Convention met pursuant to adjournment.

Col. Stone, on behalf of the committee appointed for that purpose, reported a memorial to be signed by the officers, and prepared the same with some pertinent and eloquent remarks. The committee also reported the following resolution, which was adopted:

*Resolved*, That in the opinion of this Convention it is expedient for the Legislature of the State, by concurrent resolution or otherwise, to request our Senators and Representatives in Congress to use their exertions to procure the passage of a law providing that the militia of this State be furnished with arms and equipments from the United States' Armories.

The following gentlemen were appointed a committee to call future State Conventions:

Gen. Cooper, Gen. King, Col. Groesbeck, Colonel Relyea, Albany; Major Gen. Clark, Washington co.; Gen. Granger, Canandaigua; Gen. Comstock, Oneida; Gen. Hubbell, Ithaca; Gen. McDonald, Westchester co.; Gen. Fowler, Newburgh; Colonel Haxley, Troy; Col. Smith, Rochester; Col. Pellett, Cheango co.; Col. Stone, Col. Tate, New York; Col. McKay, Buffalo; Lieut. Colonel Sammons, Montgomery co.; Major Sherwood, Rome; Major Allen, Oswego; Capt. McArle, New York.

The Convention then adjourned till ½ past 6, P. M.

JANUARY 16, 61 P. M.

The Convention met pursuant to adjournment.

The memorial drafted by the committee was adopted, ordered to be signed by the officers, and presented to the Legislature.

The proceedings of two military conventions held in Vermont, were, pursuant to request, laid before the Convention by Capt. Partridge.

On motion of Major Fassett, it was

*Resolved*, As the sense of this Convention, that no person ought to be required to do military duty, except those between the ages of 21 and 36, unless in cases of invasion or insurrection.

On motion of Col. Smith, of Rochester,

*Resolved*, That, in the opinion of this Convention, no militia system can be of any permanent utility: that it is not adapted to enlist in its favor the popular opinion, by securing with such restrictions in regard to age or otherwise, as may be expedient, the services and support of all classes of citizens.

Major Sherwood offered the following resolutions, which were passed:

*Resolved*, That in view of the feeling now manifested in different portions of our country in favor of militia reform, that we recommend that a National Military Convention be held in the city of New York on the 19th day of June next.

*Resolved*, That we recommend that State Military Conventions be held throughout the Union for the purpose of appointing delegates to the above Convention, and for expressing their opinions upon the subject of a reformation in the present militia system.

During its session the Convention was ably and eloquently addressed by Gen. Hubbell and Captain Partridge.

*Resolved*, That General Cooper, Colonel Pruyn, Col. Buel, Col. Groesbeck, Colonel Relyea and Major Fassett be a committee to procure the publication of the proceedings of this Convention in the several papers of this city, and in the city of Washington, and that copies be transmitted to both houses of the Legislature.

*Resolved*, That this Convention return its thanks to Captain Partridge for his very able and eloquent defence of the citizen soldiery, and that he be solicited to furnish a copy of his speech, to be published with the proceedings of this Convention.

*Resolved*, That the late Adjutant General Levi Hubbell be requested to furnish a copy of his very interesting and instructing remarks made to the Convention this afternoon, for publication with the proceedings of this Convention.

On motion, the following gentlemen were appointed delegates to attend a military convention to be held at Boston, Mass., Feb. 22, 1839: Brig. Gen. Cooper, Albany; Maj. Utley, Oneida county; Maj. Shepard, New York.

On motion of Col. Smith,

*Resolved*, That the thanks of this Convention be tendered the Assembly of this State, for the use of the chamber for the sittings of this Convention.

On motion of Col. Fonda, of Montgomery county,

*Resolved*, That the thanks of the Convention be presented to its officers.

The Convention then adjourned *sine die*.

Brig. Gen. JNO. T. COOPER, *Pres't*.

Col. THOMAS TATE, }  
Col. R. HAWLEY, } *V. Presidents.*  
Col. W. B. PELLETT, }

Col. ROBT. H. PRUYN, }  
Lt. Col. JESSE BUEL, Jr., } *Secretaries.*  
Major T. S. SHEPARD, }

All persons concur in the opinion that subordination is essential to the prosperity and efficiency of military or naval service; but society is equally well satisfied that so soon as it becomes the medium of oppression, so soon should there be interposition in behalf of the inferior as against his superior in rank. Were not such the case, those whom circumstances frequently, independently of any peculiar merit, may have placed in elevated stations, would avail themselves of their position to exact a subservency to which they are not entitled, and of which every one who bears the commission of his country should

be incapable. To the younger portion of our military and naval officers it is especially due that, whilst they are required to extend to seniority the utmost deference and respect consistent with self-esteem, they should be protected on all occasions from insult or contumely. We are perfectly aware that the fire of youth is apt to lead junior officers to take offence where none is intended, and consequently none is offered; and the only way, of which we are aware, to ascertain whether the ground of complaint be real or imaginary, is to refer the point at issue to a court of inquiry, constituted of individuals who can appreciate, as they deserve, the matters presented to their consideration.

We have been led to these remarks by the letter from Lieutenant Hunter, of the United States navy, addressed to a member of Congress, in which the writer complains of having sustained "a most violent, unprovoked, and insulting outrage" on his feelings at the hands of Commodore Elliot, at the time commander in chief of the American naval force in the Mediterranean, and of not being able to obtain a court of inquiry into the Commodore's conduct. We know nothing of the merits of the case, nor is it necessary that we should possess such knowledge, so far as our present purpose is concerned. It is enough for us to know that an officer of the American navy, in a subordinate station, it is true, but holding the commission of his country and therefore to be regarded as a gentleman, feels himself aggrieved by an indignity said to have been publicly inflicted by his superior officer, and asks for a court of inquiry to ascertain the truth or falsity of his allegation. This request has, as the party states, been refused, and he consequently desires to bring the matter before Congress as the immediate depository of power, that such measures may be taken as that body may deem proper. If there has been a request and refusal, we do not hesitate to say that it is incumbent upon Congress to order the institution of an inquiry, and that the person aggrieved shall have an opportunity of proving the truth of the charges which he has preferred. "This is no question of secondary importance and simply involving the rights of an individual. It is the concern of every citizen of the Union, to see that the person and feelings of every other citizen shall be protected from outrage, however humble may be the condition of the injured party. If outrage is to be inflicted on one, it may on another, and thus may all, under the color of authority, be made the victims of a tyrannical assumption of power. The ground, upon which citizens are called upon to support the laws is the protection which they afford to persons and property, and the moment that the one is not the concomitant of the other, that instant are the people deprived of their rights. It may possibly be said that in the case before us the parties were governed by laws peculiar to the naval service; but we are not advised of any provision in our naval or military regulations which authorizes the wanton infliction, as has been charged, of an indignity on a commissioned officer even by his superior, and if there be any such clause the sooner it is annulled the better. If Commodore Elliot has been unjustly charged in the premises, it is a duty which he owes to himself and the service to which he belongs to court an investigation into his conduct, that he may be relieved from the imputation under which he labors. If, on the other hand, he be guilty of the charges preferred, it is due to every junior officer and every citizen of the republic, that he be made to suffer the penalty incurred by the perpetration of the act with which he stands charged. Those who now are misshapen will, it is presumed, be at one time or other commodores, and should carry with them to that high and responsible station names sullied by the slightest taint of indignity, and those who witnessed, as is alleged, the insult offered to the country in the person of one of its officers, should be made

to know that the country resents promptly and worthily any such contempt of its authority.—*Fuller's more American.*

**BOYS IN THE COMMERCIAL MARINE.**—The Baltimore American states that the Board of Trade of that city has sent a memorial to Congress, asking that a law may be passed which will tend to create a full supply of *native seamen* for our commerce and the navy. The American expresses a hope that the Board of Trade in other commercial cities will lend their aid in urging this subject on the consideration of Congress, the present session. We have frequently brought this subject to the consideration of our readers, as one of importance to the country. We must have seamen to navigate our commerce and to man our navy. The present seems to be the time to adopt a plan by which all merchant vessels will be required to carry boys. The law requiring the navy to carry apprentices, is in full operation. It will be the means of supplying our navy with a fine body of able seamen in a few years, and our commerce might be navigated by seamen brought up in our merchant service, if they will adopt the plan of carrying boys. The subject is well worthy of respectful consideration.—*Philad. U. S. Gazette.*

We are gratified to see that the Board of Trade of Baltimore has presented a memorial to Congress, representing the fact of the difficulty of procuring good seamen, and asking that body to take such measures as will encourage and secure the employment of boys as apprentices in the merchant service, and thus effectually cure the evil complained of. We trust that the other maritime cities of the Union, all of which have a common interest in the matter, will second the movement now made by Baltimore, so that the favorable action of Congress may be had at the present session. The following paragraph, from the Philadelphia U. S. Gazette of yesterday, is germane to the matter in hand:—*American.*

**THE BRITISH NAVY.**—In looking over our file of late English papers, we notice that the British navy is to be increased by the addition of 10,000 seamen and 1,000 boys. Rendezvous for their enlistment were being opened at all the sea-port towns in Ireland. This reminds us of Admiral Collingwood's request to the British Admiralty, "to send me (him) in all the ships that come out, a number of Irish lads, from 12 to 16 years old. One hundred, that joined the fleet twelve months since, are now good topmen." This plan we have urged as a means to supply our navy with active and intelligent seamen.

#### *From the Newport Herald of the Times.*

"HONOR TO WHOM HONOR IS DUE."—We have been requested by George Wilson, a poor, but, we believe, a deserving seafaring man, who married in this town, and has been a resident here some 17 or 18 years, to give place in our paper to the following extract from Stevens' new work, entitled "Incidents of Travel in Greece, Turkey, Russia, and Poland," vol. 1, page 3. We cheerfully comply with the request for the following reasons: That some years ago Mr. Wilson left this country and was absent several years, without its being known where he was, or in what business he was engaged. On his return home he did not think proper to gratify the inquisitive propensity manifested by many who were desirous of ascertaining what he had been about, and therefore did not communicate to any one, except his wife, where he had been, or how he had been employed, which gave occasion to some ill-sorted persons to whisper about that he had been engaged in some picaresque enterprise, especially as he had brought home with him money sufficient to pay off the debts which his family had necessarily contracted for their support during his absence. Since, however, honorable mention has been made of him, as will be seen in the extract, (a record which he ne-

ver expected to see,) he has now no objection that the curiosity of all should be satisfied. That he is the same George Wilson alluded to in the extract, there can be no doubt whatever, notwithstanding the author speaks of "George Wilson of Providence." This is easily accounted for by Mr. Wilson. He states that he shipped in Providence as 2d mate on board the brig *Nereus*, Capt. Cory, for New Orleans, and took a protection at the Custom House in Providence.

After his arrival in New Orleans, the brig took a load of cotton for Marseilles, where he left her and entered as gunner on board Admiral Cochrane's flag ship, of 52 guns, in the Greek service. In the battle mentioned by the talented author, Mr. Wilson received several severe wounds from small arms. The notice is certainly very complimentary to Mr. W., and we take great pleasure in extracting it, as it will effectually relieve him from the embarrassments under which he has hitherto labored, in consequence of the illiberal suspicions and rumors affecting his character, to which we have referred.

"I shall perhaps be reproached for mingling with the immortal names of Don John of Austria, and Cervantes, those of George Wilson, of Providence, Rhode Island, and James Williams, a black, of Baltimore, cook on board Lord Cochrane's flag ship in the great battle between the Greek and Turkish fleets. George Wilson was a gunner on board one of the Greek ships, and conducted himself with so much gallantry, that Lord Cochrane, at a dinner in commemoration of the event, publicly drank his health. In the same battle, James Williams, who had lost a finger in the United States service under Decatur, at Algiers, and had conducted himself with great coolness and intrepidity in several engagements, when no Greek could be found to take the helm, volunteered his services, and was struck down by a splinter, which broke his legs and arms. The historian will probably never mention these gallant fellows in his quarto volumes; but I hope the American traveller, as he stands at sunset by the shore of the Gulf of Lepanto, and recalls to mind the great achievements of Don John and Cervantes, will not forget George Wilson and James Williams."

#### COMMUNICATION WITH THE PACIFIC.

*From the Pensacola Gazette.*

**MR. EDITOR:** The establishment of a line of armed steam vessels between Pensacola and Chagres or some convenient port of the Isthmus of Panama, would accomplish many interesting objects:

1st. Opening a direct and quick communication with our commerce in the Pacific Ocean.

2d. The transportation of specie and passengers.

3d. Affording protection to our commerce on a line of 1500 miles, embracing a portion of the Gulf of Mexico; its outlet between Cuba and Florida; the Pass between Cuba and the Spanish Main; and the Caribbean Sea.

4th. Forming an excellent school in which our naval officers and men may acquire knowledge of steam machinery and navigation.

5th. Making experiments by which may be ascertained the best form and qualities of steam vessels.

The importance of the above objects to the naval and commercial interests of the country are obvious and require no comment, other than to state that a direct communication with the Pacific will not only afford great facility and support to the commercial enterprise of our citizens in that sea, but have a tendency to increase it. That permitting the vessels to transport passengers and specie, under certain regulations, will at once draw to the United States a large amount of specie and travelling that are now diffused through many and uncertain channels. It is calculated that the journey from Panama may be performed to Pensacola in 7 days, to Charleston in 12 days, to New-York in 15 days; and that letters can be recei-

ved in New York, (by express mail from Pensacola) in 13 days from Panama.

The protection afforded to our commerce on the line stated would, in itself, justify the expense incurred. The steam vessels would constitute the most efficient portion of the West India squadron.

England and France are paying great attention to their steam marine, not only in the construction of vessels, but in keeping a certain number in active service, in order to make their officers familiar with a power that is working great changes in the relations between nations, both on the score of defence and commercial intercourse. It is quite clear then we should do something in the premises, especially as in the plan proposed, we can combine scientific instruction and experiment with commercial facilities.

I will add, that Pensacola, designed as the great naval arsenal of the South, affords thereby important advantages to the fitting out and employment of steam vessels of war in the way proposed. Coal can be obtained readily at New Orleans and a depot established at Key West, if it should be determined to use coal exclusively; but I think it would be preferable to use the fat pine of Florida, large quantities of which can be procured from the public lands in Pensacola Bay. The necessary fuel can also be obtained at Panama.

The number of vessels required to keep up a weekly communication would be three; a fourth vessel might be held in commission to take the place of defective ones, and render harbor service in towing vessels over the Bar.

I have briefly brought this subject before the public, trusting it will take some interest in it; and that some time or other, it may receive the attention of the Head of the Navy Department, who is represented as enlightened and liberal, and entertaining a far viewed policy in relation to the great arm of our national defence. Yours respectfully,

WM. H. CHASE,

PENSACOLA, Jan. 8, 1839.

#### FROM VERA CRUZ.

The following letter, addressed to us by the commander of the United States ship *Eric*, contains an account of the capture of *Vera Cruz*, and other particulars of interest, as late as the date of the 18th December.—*New Orleans Commercial Bulletin.*

**DEAR SIR:** I herewith send you an account of the attack on the town of Vera Cruz by the French, on the morning of the 5th ult. The statement, such as it is, was collected from the foreigners who remained on shore, and the French officers themselves; the latter, however, do not give Santa Ana so much credit for his conduct as the former.

On the morning of the 4th ultimo, it was announced that General Lopez de Santa Ana had been ordered to succeed General Rincon, and that war was about to be declared. Lieut. Com'dt. Gardner, Farragut, and Mr. Hargous, (the consul,) immediately waited on the new commander-in-chief to ascertain the footing on which the American citizens would be placed. He received them with marked respect, and replied to their interrogatories, that "every respect would be paid to Americans; but that the Mexican Government had disapproved of the capitulation of the town, made by General Rincon, and had directed his (Rincon's) recall to Mexico for trial, and placed him (Santa Ana) in command, with directions to notify the French Admiral that it was the determination of the Mexican Government to sacrifice the Republic rather than yield any one point for which they had contended; which communication, he said, had been sent to Admiral Baudin;" he also stated that "as the result was uncertain, it would probably be as well to embark the Americans until things were more settled."

So soon as the despatch was received by Admiral Baudin, three hours were asked for the embarkation

of the French subjects, which were granted; and during the afternoon all the foreigners, as well as French, were embarked or sent to the castle. The Americans, and several others, on board the *Consort* and *Erle*. At 4 A. M. the boats of the French squadron, containing between twelve and fifteen hundred men, attacked the town under cover of a very dense fog—so that they were not perceived until on the mole, and in the fort.

They landed in three divisions, at the north and south forts, and the centre at the mole, commanded by Admiral Baudin in person. Their approach was first announced by the blowing up of the gate. In a few moments they had possession of the town. The troops in town did not exceed four hundred, and so scattered that they made no stand before the French, but retreated to the barracks on the south of the city, where they were soon joined by Santa Ana, who narrowly escaped from his bed by the roof of the adjoining house, while the guards his door were disputing most gallantly the entrance of the French; nor did they succeed until they were about to blow up the door, when the Mexicans fled, to save the property of their General's friend. So soon as the Prince de Joinville, who led this party, succeeded in securing General Arista, who was in bed at the time of the attack, in the next room to Santa Ana, and perceived he had just missed the latter, as his bed was warm, he rushed to the attack of the barracks, where he learned the Mexicans had made a stand. He was, however, warmly received and repulsed; and, after a long conflict, driven from before them; and General Santa Ana continued to harass them from the houses, &c., until they reached the mole, where he assembled about two hundred and fifty of his men, and made a rush to secure the Prince or the Admiral; but fortunately for the latter, they had a small field piece on the end of the mole, charged to the muzzle with grape and canister; and as the Mexicans approached, led on by Santa Ana in most gallant style, they discharged the fatal piece, and no doubt saved their Admiral, at whom the Mexican fire was principally levelled.

By this discharge General Santa Ana lost his left leg, and received a wound in his right arm; it killed three officers and three men, and wounded six or seven others. It checked their progress for the moment, and the French succeeded in completing their embarkation. The Admiral's coxswain had six shot in various parts of his body. A midshipman and boy were killed beside him. The loss of the French is estimated at about fifteen or eighteen killed, and fifty wounded; the proportion of officers is very great. The loss of the Mexicans, so far as I have been able to ascertain, was not a third; which is readily accounted for, as they fought under cover, except at the mole, where the foreigners, who were present, gave them great credit for their gallantry; and the Prince de Joinville said, "they defended their barracks most gallantly."

This last, and perhaps most gallant, act of Gen. Santa Ana's life, has done much to establish him in the good opinion of the soldiery. Since the amputation of his leg, which is below the knee, he is doing well, and still retains the command. The French say their object in this attack was simply to destroy the forts, to prevent their annoying them in a northern, and to take Santa Ana and Arista; and had they not attacked the barracks, they would have accomplished their object with comparatively no loss; but, as it is, they are the best judges whether or not the object was worthy the sacrifice. It has given the Mexicans great confidence, and they will find them more ready and willing for the conflict when they next assail them. It is said, and I believe truly, that their surprise on the morning of the 5th ult., was owing to Admiral Baudin saying in his last communication that he should expect an answer by eight o'clock the next morning; in consequence of which

Gen. Santa Ana directed their officers to keep their troops outside, and not enter the city until seven o'clock, but that he anticipated an attack from the French in a few minutes after the messenger left the ship. But in all this there is much recrimination. The French accuse the Mexicans of having violated their faith by arresting some of their officers at the city gate, &c. After the return of the French boats to their respective vessels, the Prince de Joinville in the *Creole*, and two or three brigs, which had laid under the castle, directed a very heavy bombardment against that portion of the city which intervened between them and the barracks, with a view to the destruction of the latter, but without the least success, as there were two or three very massive buildings intervening. The church of Merced, in particular, was very much injured. At 2 P. M. they ceased firing, and from that time to the present moment every thing has remained perfectly tranquil. The Admiral, with his fleet, except the vessels under the castle, and the hospital ship under the *Sacrificios*, ran down to Antonio Lizardo on the 6th ultimo, for winter quarters.

The port of Vera Cruz is declared, by Admiral Baudin's proclamation of the 22d ult., to be open to enter, but not to land goods; the slightest attempt at which will cause the confiscation of vessel and cargo. Tampico and other ports are declared in a state of blockade as formerly.

I am, with great respect,

Your obedient servant,

D. G. FARRAGUT,

Lieutenant commanding.

*From the Boston Mercantile Journal.*

**SURVEY OF THE LAKES.**—We lately alluded to the remissness of our Government in not ordering surveys to be made and published of certain parts of the American coast, Bahama banks, &c. It did not at the time occur to us that they also deserved severe censure for not causing surveys to be made of the Great Lakes bordering on the Northern and western States. This neglect is thus spoken of by a correspondent of the *Buffalo Commercial*.

"At a public meeting in this city, I heard it stated by an intelligent citizen (to several travellers who were making inquiries respecting the great lakes,) that there were no charts of them, nor had there ever been a maritime survey of these inland seas. It is also said that the English Government, in 1815—16, accurately delineated and sounded the coasts contiguous to their shore. It was conceded by all present that to us as a nation, it was a reproach that such a great national highway should have been so long neglected. Eight of the States of the Union border on the lakes, and many others look to them as the avenue through which they obtain their supplies and export their produce. It would be truly a national work, and deserves the fostering care of our Government. An appropriation would be immediately made by Congress if asked for. The representative of this commercial city should be instructed by his constituents to present it to Congress the present session; it would command the support of all the delegates of the different States adjacent to the lakes. It would require some three or four years to complete an accurate chart delineating the shores, and giving true soundings with descriptions of the qualities of the bottom, &c. It should be commenced the next summer and continued until finished. The annual losses, particularly on the Upper Lakes, from the want of correct charts, are enormous. There has been an indifference on this subject which cannot be accounted for. It is to be hoped that the Buffalonians will no longer neglect their interests, and that immediate action will be had on the measure. Erie, Cleveland, Detroit, and Chicago, would cheerfully join in having so desirable an object accomplished."



**THE DEAD SEA.**—The New York Journal of Commerce contains the following interesting extract from the Journal of the Royal Geographical Society of London:

In the month of March, 1837, Mr. G. H. Moore, and Mr. W. G. Beck, having made the necessary preparations and procured a good boat, left Beirut to a small coasting vessel for Jaffa, their intention being to make a trigonometrical survey of the Dead Sea, to ascertain its depth, and to procure collections of all that could be of use to science. From Jaffa they conveyed their boat, stores, &c., to the Dead Sea, passing through Jerusalem, and descending on Jericho; a work of great labor, considering that they had no assistance from the authorities, but rather the contrary. After surveying a great portion of the shores, these gentlemen were obliged to abandon their work, the guards and guides declaring that they would not proceed. The width of the sea is established beyond a doubt; soundings have also been taken showing great depth, in some parts upwards of 300 fathoms. The length of this sea is much less than is generally supposed. There appears also to be another remarkable feature in the level of the sea, as from several observations upon the temperature at boiling water, it appears to be considerably lower than the ocean.

Mr. Moore has been down to Egypt to procure a firman from the Pasha, to enable him to continue the survey, and has returned to Syria, but nothing is yet known of his success. Mr. Beck has been obliged to return to Europe on account of the influence of the climate on his health; but as soon as these two gentlemen meet in England, or when Mr. Moore has completed the work, if he should be fortunate enough to succeed, an account of the whole will be laid before the public. In the mean time we are happy in being enabled to give a few results of observations for latitude, made by these gentlemen on a former journey; that of Petra is, we believe, the first observation on record for that place.

Convent of Mount Sinai,	28 deg. 33½ N.
Akala Fort,	29 do 32
Petra,	30 do 39
Hebron,	31 do 31½
Jerusalem,	31 do 45½
Jerash,	32 do 16½
Jaffa,	32 do 45

From some rough observations, Jerash was found to be 2,000 feet, and Jerusalem 2,600 feet above the level of the Mediterranean.

There will be sold at public auction, in this city, the latter part of next month, (February,) about eighty-four thousand acres of land in the western part of the State of Virginia. These lands were once the property of an American gentleman, who was a distinguished officer of our Revolutionary army. Having gone to Europe at the close of the war, he entered into large speculations, and died considerably in debt, principally to French officers, who had served in the war of the Revolution, either in our army or that of our allies, and who, having been engaged in the same cause, were induced to lend him large sums, which, at his death, remained unpaid—and which, by his will, he ordered to be discharged. Those creditors met at Paris, and have sent an agent to this country, to effect the recovery of the said debts.

In consideration of this circumstance, the Legislature of Virginia, in the most liberal manner, passed an act on the 15th of March, 1833, by which such of said lands as had been forfeited for non-payment of taxes, were transferred to the trustees of the said creditors, and all taxes and damages which had accrued thereon, during a very long time, up to the first of January, 1834, were remitted.

The act further provides—that the trustee of said creditors shall be authorized to hold said lands for the use and benefit of the said creditors, and that any

sale made by him or his legally constituted attorney in fact, of any part or parcel thereof, shall be valid, and sufficient to convey the title with which he is thereby invested. Under the act aforesaid, the said lands have been lately identified, and are entirely free from all conflicting titles.

The sale now to be made is by the authority of said agent, having a power of attorney certified by the American Consul, at Paris, and by the Secretary of State, at Washington. Said power of attorney, recorded in every county where the said lands lie, and a certified copy of the acts of the Virginia Legislature, with the original certificates of the surveyors of the several tracts of land, may be seen at the auction room of M. Thomas & Son, Philadelphia.—*National Gazette.*

**SLOW PROMOTION.**—A correspondent of the National Intelligencer, under the signature of "Live Oak," has addressed a letter to Mr. Paulding, the Secretary of the Navy, in which he strongly urges that officer to use his influence with the President of the United States in order that the names of *seventy-five* lieutenants of the navy may be sent to the Senate at the present session of Congress for promotion. These seventy-five lieutenants entered the navy as midshipmen, and did hard service during the last war with Great Britain—*twenty-five years ago!* There is hardly one of the seventy-five who has not seen more service than two-thirds of the senior officers of the navy! and yet they are still only *LIEUTENANTS*, past the meridian of life, most of them gray-headed, and all victims of "hope deferred."

This is, indeed, a melancholy case, and we hope that Government will mete out justice to our gallant naval officers of every grade. We know they solicit *no favors*. But, after all, they are not half so badly off as many of the officers of the British service. Promotion, with us, depends on seniority; in the British service, merit is often neglected—while the son of a nobleman may, in a marvellous short time after he enters the navy, become a post captain. It is said that there are, at the present time, many *midshipmen* in the English navy, who, having married in early life, when hope beat high in their bosoms, are now venerable grandfathers! Midshipmen have they lived, and midshipmen will they die.—*Boston Journal.*

WILMINGTON, (N. C.) Jan. 4.

**DR. SHERWOOD—LINE OF NO VARIATION.**—We mentioned in our last the arrival of Dr. Sherwood in our town, and then stated the object of his visit. We have since conversed with him, and he has placed us in possession of the following facts:

That from some of the phenomena found by the magnetised ring, and by a comparison of them with a great number of observations on the earth, he became satisfied that the line of no variation was a great circle, and that there were but two magnetic poles, one of which was in the arctic and the other in the antarctic circle. For the purpose of demonstrating this theory more fully, he repaired to Erie, Pa., last summer, with an engineer, and found this line about twelve miles southwest of that city, in latitude 42 deg. 10 min., and longitude 80 deg. 13 min. 23 sec. He arrived here about two weeks since, and, with the assistance of a number of our engineers, commenced taking celestial observations, which were continued, with little intermission, for about ten days, the result of which, with that near Erie, Pa., and one by professor Patterson, of Charlottesville, Va., show that the line of no variation is a great circle of the earth, and not an irregular curved line as drawn in magnetic charts in accordance with the theories of the books, and as taught in the schools in Europe and this country. We understand, also, from Dr. S., that there are many recent observations be-

sides these, near this line, in different latitudes, from the Atlantic to the arctic coast, which correspond with these, and show the line of no variation a part of a great circle between these coasts; and having, as he believes, entirely demolished Hallay's theory of four magnetic poles, and also Professor Hanstein's theory of two secondary magnetic poles. He has the strongest assurances that mathematicians will now agree in declaring the line of no variation a great circle.

deg. min. sec.

Dr. S. makes the longitude of this town 78 12 17  
By the American Almanac, 78 10 00  
By Bowditch, last edition, 1838, 77 58 00

Dr. Sherwood left Wilmington for New York on Monday. We here append a certificate of Captain Rice, in which he testifies to the practicability of determining the latitude and longitude with Dr. Sherwood's geometer.

WILMINGTON, N. C., Dec 30, 1838.

Dr. H. H. Sherwood, of New York, came passenger with me from New York to this city, in the packet schr. Repeater, on my present voyage, and with an instrument he calls a geometer, he determined the latitude and longitude on Sunday, the 16th inst., and on Tuesday, the 18th inst., very nearly as I found from a celestial observation on Sunday, and from my calculation of our running on Tuesday.

ROBERT RICE.

**THE LATE JAMES L. HEAP, U. S. NAVY**—There are circumstances which awaken peculiar sympathy in the early death of JAMES LAWRENCE HEAP. When a youthful career is suddenly arrested, and a stranger cut off far away from home, the feelings of few remain untouched. It was the fate of the subject of this notice to meet his end under said circumstances. In the heyday of his youth, amid the hopes and excitement of a stirring profession, he was stricken down, with no kinder near to stand by his bed of death. He was not, however, without friends. The most amiable feelings, a manly spirit, and honorable bearing, had secured him the affection and respect of those who were favored with his intercourse. The tribute of sincere respect has been paid to his remains. The warmest sympathy is felt for the bereavement of his distant family.—*U. States Gazette*.

The late funeral of Passed Midshipman JAMES L. HEAP, of the United States navy, was attended by a large number of the officers of that service, with every demonstration of respect and sorrow. Honorary salutes were fired over the grave of the departed, and the usual badges of mourning worn on the occasion.

The deceased officer was the favorite of his friends, for many ennobling and manly qualities. He was accomplished as a civilian, and esteemed in his professional rank. His connexions in the navy and commerce of the country, are of an elevated grade. His father is Consul at Tunis, and his uncle, Commodore Porter, has but recently returned from a dignified station at Constantinople. He has left a troop of friends behind him, who will long cherish his memory and lament his loss.—*Philadelphia Gazette*.

**SUICIDE.**—We are pained to announce, says the Louisville Journal, of the 29th ult., that Lieut. S. T. TIBBATS, of the U. S. army, a young officer of highly respectable standing, cut his throat on Saturday evening, and died immediately afterwards.

Lieut. TIBBATS was a class-mate of ours at the Military Academy—and we feel bound to record that he was a high-souled, warm-hearted Kentuckian. His ready and usually noble impulses have been diverted by some unhappy means against himself.—*Mobile Com. Register*.

**TEMPERANCE SHIPS.**—The underwriters of this port some year or two ago, on the urgent application of Mr. E. C. Delavan, backed by numerous facts in corroboration of his views, that intemperance on shipboard was a frequent and growing cause of loss to the insurers, agreed to diminish the premium on ships navigated on temperance principles.

The theory has worked well both for ship owners and crew, and for the officers, and when Mr. Delavan sailed last year for London, he took with him from the Board of Underwriters of this city, a letter of introduction to those at Lloyd's, setting forth the advantages that had been derived from the adoption of Mr. Delavan's views as to Temperance ships.

Mr. D. was here received at Lloyd's, but as the underwriters there are not incorporated, no resolution obligatory on them in reference to premiums on temperance ships could be adopted.

The managing committee, however, gave publicity to the letter of the New York Underwriters, and thus countenanced, as far as they could, the efforts making in London by Mr. Delavan in the cause of marine Temperance.—*New York American*.

**PENSACOLA NAVY YARD.**—From the estimates of the Navy Commissioners, for the service of 1839, we perceive that only \$25,000 are this year asked for by them, for the continuance of the Pensacola navy yard and dependences; a sum greatly reduced from that hitherto annually appropriated for similar objects; which might lead to the impression that the public works within the harbor, during the present season, will be reduced to a scale corresponding to the smallness of the means asked by the Commissioners. But we have been assured that such is not likely to be the case; as there are considerable unexpended balances of former appropriations, that can, and doubtless will, be applied conjointly with the \$25,000 this session to be appropriated to the continuance of the improvements of the yard, during the current year.

So tastefully and vigorously have these works been prosecuted hitherto, and from the high professional reputation and private character of the now commander, of the yard, are we well assured that judgment and energy will characterize his command, and that another year's labors at Pensacola navy yard will enable its friends favorably to contrast its improvements with its more favored rivals at the north. Indeed the beauty and taste of its embellishments, and the neatness of its interior arrangements, even in its unfinished state, have excited the admiration of citizens and strangers.—*Pensacola Gazette*.

**NEW ALLOY OF ZINC AND COPPER.**—A committee of the French Academy of Sciences is engaged in investigating a new alloy of zinc and copper, which is said to possess qualities which fit it for extensive use to the arts and manufactures. Its cost will be a little more than that of zinc. The pure metal of zinc oxidizes with great facility, which renders it unfit for a multitude of uses; the alloy, however, is oxidized with great difficulty. It will resist, for example, sulphuric acid of 20 degrees of concentration. Hence it may be used for mineral waters, for pipes and tubes through which acid liquids flow, and in navigation for the sheathing of vessels. The composition of the alloy depends upon the uses to which it is applied. If it is applied in circumstances where zinc is commonly used, the inventor mixes with a great proportion of the latter metal a small quantity of tin and lead; an addition which does not augment the cost of the alloy more than a farthing a pound. The alloy which is used for boilers, gutters of houses, &c., contains no lead, but still, like the other, resists the sulphuric acid of twenty degrees concentration.

WASHINGTON CITY;  
THURSDAY, ..... JANUARY 31, 1839.

The communication in the present number, on the "Discipline of the Navy," was prepared originally for the Naval Magazine, a short time previous to the suspension of that work. With the consent of the writer, it has been obligingly forwarded to us for insertion; and although the affairs of the navy have since undergone some change, the writer's suggestions exhibit his forecast and knowledge of the wants of the service. It is sincerely to be hoped that such further improvements may take place, as will restore the navy to its former elevated standing in the estimation of all.

**UNITED STATES NAVY.**—The official Navy Register for 1839 gives the number of each grade of officers in the navy, as follows:

Captains,	52	Passed Midshipmen,	196
Commanders,	55	Midshipmen,	250
Lieutenants,	285	Masters,	27
Surgeons,	60	Professors of Mathe-	16
Passed ass't Surgeons,	16	matics and Teach-	
Assistant Surgeons,	51	ers of Languages,	25
Pursers,	49	Boatswains,	25
Chaplains,	11	Gunners,	35
		Carpenters,	27
		Sailmakers,	26

Total commissioned, 579 Total warrant, 602

Of these, two commanders, one lieutenant, one passed assistant surgeon, and one passed midshipman, are nominated to the Senate for promotion.

Of the vessels composing the navy, there are—

	On the stocks.	In commission.	In ordinary.
Ships of the line,	4	2	5
Razees,	—	1	—
Frigates, 1st class,	6	3	5
Frigates, 2d class,	—	1	1
Sloops of war,	—	13	3
Brigs,	—	3	1
Schooners,	—	6	2
Steam ship,	—	1	—
Store ship,	—	1	—
	10	31	17

\*Including two, preparing for sea.

Commodore A. J. DALLAS has been appointed to the command of the Navy Yard at Pensacola, and will enter upon its duties as soon as relieved by Commodore SHUBRICK, in the command of the West India squadron. Commander J. M. MCINTOSH will relieve Commander LATIMER as second officer of that yard.

We are requested to state that the Memorial to Congress, published on the 17th, from officers of the line of the army, did not originate at West Point, but was general from the respective posts and regiments. The copy which we procured happened to be that signed by the officers at the Military Academy. The others, we understand, were of a similar tenor, and perhaps exactly the same.

TO CORRESPONDENTS.—To the querist who addresses us anonymously from Baltimore, we reply that the fact is as we stated in our last. Every one is at liberty to draw his own inferences.

In publishing the correspondence respecting the excitement at Harrisburg, the following note from Commo. ELLIOTT, explaining an error that was made in printing one of his letters, should have been added; but although intended to be done, it was inadvertently overlooked, and is now inserted in justice to him.

To the editors of the National Intelligencer.

GENTLEMEN: In the documents accompanying a late message from the President of the United States, I observe that an error has been committed in the publication of my letter addressed to the honorable Secretary of the Navy, under date of the 10th instant, in this: I am made to say that "I would endeavor, by mixing with the partisans, to appear one;" whereas my language was, that I would endeavor to "APPEAR." The difference in the attitude is material, to place my conduct in its true light before the public.

It is due to the honorable Secretary of the Navy to say that the error is more attributable to my own haste and manner of writing than to any oversight of his, since, in referring to the original letter, it is apparent that the one word may be readily taken for the other; and I have the pleasure to say that, on calling the attention of the Secretary to the error, he has cheerfully acquiesced in the correction, and authorized me to give publicity, through your columns, to the subsequent letter, in further explanation of my conduct on the occasion referred to, which was not received in time to be transmitted with the other papers, and which is herewith enclosed.

J. D. ELLIOTT.

WASHINGTON, Dec. 22, 1838.

CARLISLE, Dec. 15, 1838.

SIR: I have the honor to acknowledge your letter of the 12th instant, and report that I returned to this place on the 12th instant.

The only intervention exerted during my visit to Harrisburg was to endeavor to influence such of my friends and others, so as to prevent any excesses calculated to overthrow order, and injure the cause of the friends of the Administration. Such intervention, I apprehended, was calculated to rebut any calumny that the agents or officers of the General Government were active in disturbances; and, although I regret that the Department should have taken a different view of the case, yet I have the satisfaction to know that my visit to Harrisburg has tended to allay much of the bitter feeling existing on both sides.

I have the honor to be, respectfully, your obedient servant,

J. D. ELLIOTT.

Hon. JAMES K. PAULDING,  
Secretary of the Navy, Washington.

Major General SCOTT passed through Albany on Thursday, on his return to the frontier. All is quiet there.

JOHN D. SIMMS, Esq., has been appointed chief clerk in the Navy Department.

The New York Courier and Enquirer states that J. Fenimore Cooper is in Philadelphia, gathering materials for his history of the Navy of the United States.

IN reply to numerous inquiries, we have to state, that the Title Pages and Indices, for volumes 5, 6, and 7, have not yet been printed. As soon as they are, they will be furnished to all the subscribers to those volumes.

**ERRATA.**—In the letter of Surgeon General Lawson, published last week, the following typographical errors occur: Page 54, 3d par. 6th line—for "extended," read "extending." Page 55, 24th line—for "on," read "or." 41st line—for "in a position," read "in position."

#### ARRIVALS AT WASHINGTON.

Jan. 24.—Major E. A. Hitchcock, 8th Infy. Fuller's.  
Capt. D. Perkins, 1st Dragoons, do  
25.—Lieut. C. Fremont, Top. Engrs.  
Gen. J. E. Wool, Inspector General, Fuller's.

#### LETTERS ADVERTISED.

PENSACOLA, Jan. 1, 1839.

##### ARMY—A H Bowman 2.

NAVY—Junius J. Boyle 2, R C Cogdell 2, S G City, W Gwathmey 2, Ross Gardner 2, Jos F Green 2, Thomas T Hunter 3, R Emmett Hooe, A G Handy, D R Lambert, M C Marine 2, Van R Morgan 3, E W Moore, J M McIntosh 3, F Pepin 2, J L Saunders 4, G H Scott, Solomon Sharp, J C Spencer, H D Taliaferro, A S Worth 3, Nathaniel Wilson.

*Ship Ontario*—Van R Morgan 3, W J H Robertson 2, G H Scott 6, E Whitten, B N Westcott, J H B Clitz, Jos. Bryan 6, John C Beaumont 4, J B Platt, J K Bowie 2, Alexander Cass 2, E Farrand, A G Gambrell, William E Hunt 5, William H Hudson, W E McKenney 2.

*Ship Boston*—Captain E B Babbitt 4, J F Brown, E H Conway 14, G M Conneegys, A H Cass, John Guest 4, L C Howell 4, N B Harrison 3, D R Lambert, E W Moore 6, John Rutledge, P A Southall 8, Dr W A Spotswood 12, J J B Wallich 2, E A Weyman, S W Wilkinson.

*Ship Levant*—Charles S Cooper, John C Carter, Benjamin F Hart 7, Sidney S Lee, H Paulding, John A Ross, W W Hays, Edward M Yard.

*Ship Concord*—George M White, N Wilson.

*Ship Natchez*—William H Adams, John M Berrien 3, Dr George Blackall 2, George B Bissell, J B Creighton 2, J D Johnston, James Knight, Edwin J Leedom, Lieut. William Lambert 2, A C Maury 2, Benj. Page, Sterrett Ramsey 6.

#### PASSENGERS.

NEW YORK, Jan. 25, per ship India, from Havana, Capt. M. P. Mix, of the navy, and lady.

CHARLESTON, Jan. 21, per steam packet C. Vanderbilt, from Wilmington, Dr. G. R. Clarke, of the army.

NEW ORLEANS, Jan. 17, per ship Republican, from New York, Major R. A. Forsyth, of the army. Jan. 15, per steamboat Columbia, from Shreveport, Lieut. J. H. Eaton, of the army.

ST. AUGUSTINE, Jan. 9, per steamer Florida, from Savannah, Lieut. H. W. Benham, of the army. Per steam packet New York, from Charleston, Capt. E. K. Smith, of the army, lady and child.

SAVANNAH, Jan. 25, per steamboat Forester, from Black creek, Capt. E. D. Bullock, Lieuts. Metcalf and Foster, of the army.

#### COMMUNICATIONS.

##### DISCIPLINE OF THE NAVY.

To any one who has been at all conversant with the navy for the last twenty years, the great and much to be regretted change that has taken place in its discipline must be apparent; nor would it be at all difficult to point out various causes which have led to it; one, however, and we think a fully sufficient one, shall be named, and it will, perhaps, be unnecessary to seek further.

It is an axiom, and therefore requires no argument in proof, that the larger the body of men, the greater the necessity for discipline, and that discipline will be enforced only where the necessity for it is apparent; it follows, therefore, as a rule, that fleets will be disciplined better than squadrons; squadrons better than single ships, and large ships better than smaller.

Now what has been the distribution of the navy since the war of 1812? Small squadrons have been kept in the Mediterranean and the West Indies, and a few ships (having no claims to be called squadrons, except so much as will serve to settle the accounts of the commanding officers for their flags at the Fourth Auditor's office) in the Pacific ocean, on the coast of Brazil, and in the East Indies; but for all purposes of discipline, we may be said to have had no squadrons at all.

It has been the practice (for which, I presume, the commanding officers can give good reasons) to keep the ships of the Mediterranean and West India squadrons cruising singly; seldom have two sailed, and rarely, very rarely, as many as three been together, except in port. It may be said that we had no large squadrons during, and previous to, the war; but the case was then different; the whole navy at that period consisted of but three or four frigates and a few sloops. If two frigates and two sloops were together, which often happened then, but rarely happens now, you had half the naval force of the country in a body; half the officers in commission could exchange opinions and feelings on professional subjects, and a spirit of emulation was excited and kept up, the fruits of which were a state of discipline almost perfect, (and only not quite so, because nothing human can be perfect,) and a harvest of glory abundant beyond all comparison, when the field is taken into consideration.

What is the state of things now?

The navy has been increased more than five fold in material and personnel; we have ships of the line, but no admirals; and officers of the rank of captain discharge the highest duties. A captain is appointed to command the squadron in the Mediterranean, for instance; he takes command of, and hoists his commodore's pendant on, a ship of the line or a frigate; sails alone for his station; on his arrival his squadron is dispersed in every direction: one ship is in the Levant, another on the coast of Barbary, and another on the coast of Italy, or Spain; in the course of a few months he communicates with them all, but separately and at disjoint periods, and his communication is only to give them new orders; the Levant ship is sent to the coast of Barbary, and the coast of Barbary ship to the Levant, and so on; but, as a squadron, they never get together, except, perhaps, for a month or two in the winter at Mahon.

Under these circumstances each captain disciplines his ship according to his own ideas; and we have as many systems as we have pendants flying; the unavoidable consequence of which is, that the general discipline of the navy is deteriorated. The other squadrons are managed in the same way, and like causes will always produce like effects.

We have thus pointed out the evil, and one, we think a sufficient one, of its causes. One other, however, shall be given, because, in frequent conversations on the state of discipline in the navy, this has not, so far as we recollect, been cited as having had any influence on it; its effect has unquestionably been very deleterious.

It is the practice of the Department to allow a commodore, commanding a squadron, to be also the captain of a ship. What is the consequence? His dignity as commodore is merged in his inferior duties as captain of a ship; the captains of other ships look upon him only as a captain of a ship, commanding them, to be sure, in virtue of the seniority of his commission, but still a captain, and discharging the same duties as themselves. On the other hand, if each ship had a captain, and the commodore confined himself strictly to his duties as such, it would be forgotten that he was only a captain; the flag-officer would be recognised in all his movements. Having no particular ship to attend to, he would see that his views were carried out in all, and his discipline

would become the discipline of the squadron; he would be "every inch" a commodore.

Where can be found any analogy for such a practice? Did any general ever command an army and a regiment at the same time? Did any Head of a Department ever take charge of a particular bureau while he was discharging the higher duties of the Department? What would be thought of a war minister who should send a regiment into the field with no officer between the colonel and senior captain; no lieutenant colonel, no major? Yet a ship of the line is sent on a distant and important cruise with a flag-officer on board, whose assimilated rank is that of a major general, with a crew of a thousand men, and no officer between the flag-officer and the senior lieutenant, whose assimilated rank is that of a captain in the army. To a thousand soldiers sent into the field there would be assigned, besides the commander in chief, one colonel, one lieutenant colonel, and two majors.

It may be well asked now, what remedy is proposed?

The writer of this gives his views with great diffidence, for older and wiser heads are employed in the administration of our naval affairs; but the greater part of a life, already past its meridian, has been spent in the service. He has seen the navy in its most palmy days; he mourns, in common with others, the decadence in its discipline, and he verily believes that the measures he is about to propose would, if adopted, go far to check its downward course, and infuse new vigor into the whole body.

It seems to be decided that we are to have no admirals, at least not for many years. In the absence, then, of that much desired rank, it should be established, as a rule, that the officers appointed to command a squadron, should not be allowed to command a single ship. Each ship should have her captain of the proper rank for the class to which she belongs, if the flag ship is a frigate or a ship of the line, her commander should be a captain and not an officer of lower rank, as is sometimes the case; and if a flag-officer is sent to sea in a sloop of war, she should still have her commander of the rank proper for that class of vessels. The commodore's attention, then, would be directed solely to his duties as such. He should shift his flag frequently from ship to ship, by which all would pass under his inspection, not a holiday, but a thorough service inspection.

Arrangements should be made to keep as many ships, and for as long a time as possible, *together at sea*. The extent of the limits of the foreign stations makes it necessary, perhaps, that different and distant points should be visited at the same time; this can only be done by cruising singly, unless the squadrons could be so much increased as to admit of subdivisions of two or more being employed as single ships now are. But at all events, be the squadron large or small, the commodore should be instructed to have his whole force with him *at sea*, at least three months in the year; this would leave time enough for the protection of separate interests at different points.

The Mediterranean squadron, instead of going into winter quarters at Mahon or elsewhere, should be in the Atlantic all December, January, and February, manœuvring every day, forming lines of sailing and of battle, breaking the lines to chase, and reforming on signal, &c., &c.; in a word, affording to the officers an opportunity to acquire that now so little understood part of their profession, the art of keeping a ship in her station relatively to the flag ship and the other ships in the squadron.

The West India squadron might, for the same purpose, leave Pensacola at a given time, pass through the Florida passage, run north of Bermuda, make easting enough to go to windward of all the islands, then run down through them, and, passing south of Cuba, disperse for the different points where the pre-

sence of a single ship may be necessary. Or the two squadrons might meet at a designated point, and cruise all together for a few weeks.

It is certainly very desirable that the strength of the squadrons on foreign stations should be increased. But unquestionably the best disposition that could be made of an increased force *afloat*, would be in a home squadron, to cruise on the whole extent of our Atlantic coast. Incalculable would be the advantages of such a squadron, composed of a ship of the line and frigate, or two frigates and as many smaller vessels as possible, commanded by an experienced officer, who should be instructed to keep it at all times in the strictest war discipline.

It would afford constant protection to the commerce leaving and returning to our ports. What is to prevent the lawless pirates of the West Indies from pouncing on millions of property at almost any time off Sandy Hook? The lives of hundreds of citizens are daily at their mercy, and yet, since the war of 1812, not one vessel of war has been stationed on the coast.

It would often fall in and relieve ships in distress from some of the numerous accidents of the sea. Not among the least of its recommendations would be the opportunity it would afford to the intelligent, observant midshipman of this day to acquire that information which will enable him, on some future day, when higher responsibilities are upon him, to enter boldly, piloting his own ship, into any of our bays or harbors, in pursuit of an enemy, or retreating from a superior force.

In its occasional visits to ports where there are naval stations, and where there are at all times many unemployed officers who would visit the ships, this squadron would be considered a kind of school of practice, and its discipline would come to be the established discipline of the navy.

Much more might be said on this subject, but this is not the place; it is hoped enough has been stated to draw public attention, and that the pen will be seized by abler hands.

The writer of these remarks cannot, however, close them without the expression of his firm belief that something must be done, some steps taken, to restore the once excellent discipline of the navy, to arouse a spirit of emulation through all its ranks, and make it what it ought to be, and is so capable of being made, the pride, the glory, and the safeguard of the nation. S.

#### ARMY REGULATIONS.

For the better information of all concerned, the author of the Army Regulations is respectfully requested to include in the forthcoming edition the following regulations now in force:

1. It is not to be understood, because the Regulations are styled "*Army Regulations*," that they are intended to apply to the whole army. This is not the case. The officers stationed at Washington, and the Topographical and Military Engineers, are excepted; especially in every thing that regards *uniform*.

2. Whenever an officer is ordered from one position to another, he will pass through the city of New York, taking care to stop a week at Cozzens' Hotel.

3. Officers visiting the seat of Government, although required by the Regulations to call on the commanding General in full uniform, are not expected to do so.

4. Officers of the 1st Artillery are not permitted to wear mustaches; but the officers of the second regiment of Dragoons are required to wear them, and *whiskers* also, if the colonel of the regiment should think they improve their appearance.

5. Aides-de-camp may dress as they please, Regulations, orders, or any thing else to the contrary notwithstanding; for they are neither in *camp*, *garrison*, or on a *march*.

If these additions be made, it is believed that the new Regulations will be unexceptionable. R.

**CRUISE OF THE FRIGATE UNITED STATES.**  
*Porta visited by the U. S. Frigate "United States" during her late cruise in the Mediterranean*

Names.		Arrived.	Sailed.	In port
Town.	Country.			D. H.
1 New York.		May 1, '36	June 12, '36	43
2 Gibraltar.	Spain.	July 10, b	July 12	2
3 Port Mahon.	Minorca	21	Aug. 1	9
4 Zante.	Zante.	Aug. 9	9	1
5 Corfu.	Corfu.	14	15	1
6 Milo.	Milo.	20	c 20	
7 Athens.	Greece.	21	d 25	4
8 Suda.	Isl. Candia.	26	e	2 16
9 Sidon.	Syria.	Sept. 4	Sept. 6	1 8
10 Beirut.	do	6	f 12	5 12
11 Tripoli.	Barbary.	13	g 18	5
12 Jaffa.	Syria.	20	h 30	9
13 Alexandria.	Egypt.	Oct. 2	i Oct. 7	6
14 Tripoli.	Barbary.	15	k 17	2
15 Tunis.	do	20	21	10
16 Port Mahon.	Minorca	26	l Dec. 4	38 3
17 Valetta.	Isl. Malta	Dec. 7	24	16 5
18 Milo.	" Milo.	26	m 26	
19 Salamis Bay.	Greece.	28	n Jan. 1, '37	4 15
20 Syra.	Isl. Syra	Jan. 3	'37 4	1
21 Smyrna.	Turkey in A.	5	27	22 19
22 Milo.	Isl. Milo.	31	o 31	
23 Valetta.	" Malta.	Feb. 5	p Feb. 5	69 15
24 Port Mahon.	Minorca.	12	q Apl 23	4 16
25 Malaga.	Spain.	May 3	May 7	15 3
26 Gibraltar.	do	9	22	1
27 Tangier.	Morocco.	29	30	12
28 Cadiz.	Spain.	31	r June 12	10
29 Lisbon.	Portugal.	June 19	29	10
30 Aguirre.	Isl. Terceira.	July 7	July 8	10
31 Faehnd.	" Madeira	14	19	5 16
32 St. Cruz.	" Teneriffe.	21	a 27	5 6
33 Cadiz.	Spain.	Aug. 9	Aug. 27	18
34 Gibraltar.	do	23	Sept. 11	14
35 Mahon.	Minorca.	Sept. 21	Nov 11	51
36 Marseilles.	France.	Nov 13	t 22	4
37 Mahon.	Minorca.	Jan. 4, '38	Feb 15, '38	30
38 Cadiz.	Spain.	Feb 20	u Mar. 9	17 5
39 Lisbon.	Portugal.	Mar 21	v 24	7
40 Toulon.	France.	Mar 21	w 24	16
41 Mahon.	Minorca.	Apl. 1	Apl 17	13 4
42 Trieste.	Lombardy.	29	y May 12	1 2
43 Corfu.	Isl. Corfu	May 20	22	
44 Milo.	" Milo.	25	z 25	16
45 Athens.	Greece.	26	27	4
46 Smyrna.	Turkey.	31	June 2	1 3
47 Milo.	Isl. Milo.	June 9	aa 9	3
48 Suda.	Isl. Candia.	10	bb 12	2 8
49 Beirut.	Syria.	19	cc 20	
50 Suda.	Isl. Candia	July 5	28	10
51 Valetta.	Isl. Malta.	16	dd 16	3 12
52 Mahon.	Minorca.	31	ee Aug 10	35 2
53 Marseilles.	France.	Aug 14	ff 18	4
54 Mahon.	Minorca.	19	Sept. 22	
55 Gibraltar.	Spain	Oct. 3	Oct. 7	572 02
56 Boston.	U. States.	Nov. 8		

Whole number of days from May 1, 1836, to November 8, 1833, - - - - - 922  
 Days at sea, - - - - - 349 22  
 Eighty-three of the days in port we were in quarantine, and 43 of them were spent in New York before sailing.

**REMARKS.**

a The officers were ordered on the 1st of May, and the ship commissioned on the 10th; detained in New York till June 12th by unfavorable winds.

b Lieut. Myers returned to the United States, sick.

c Hove to for pilots.

d Joined the squadron under Com. J. D. Elliott.

e A party of officers visited Canae, the ancient capital of Crete.

f A party of officers visited Balbec.

g Ibrahim Pasha visited the flag ship.

h The officers of the squadron visited Jerusalem, Bethlehem, and Ramla.

i Moh-met Ali, Viceroy of Egypt, visited the Commodore, and was visited by the officers of the squadron.

k Lying off and on—communicated with the Consul—received the news of Ex-President Monroe's death.

l Thirty days' quarantine.

m Hove to and obtained pilots.

n Lost an anchor in getting under way.

o Hove to and discharged pilots.

p Hove to and sent in the boat for despatches.

q Quarantined 30 days.

r Four days quarantined; officers visited Seville and Xeres.

s Lost an anchor.

t Took Gov. Cass and family from Mahon.

u Dragged on shore in a gale; warped off without damage; a party of officers visited Seville.

v Officers visited Cintra.

w Run on shore by the pilot; lightened the ship of guns, munitions, &c., and hauled her off.

x Four days quarantined.

y The officers of the ship visited Venice.

z Hove to for pilots.

aa Hove to and discharged pilots.

bb Quarantined 20 days. Sailed in quarantine.

cc Did not communicate on account of the plague.

dd Hove to and sent in a boat for letters, &c.

ee Quarantined 30 days. Sailed in quarantine.

ff Quarantined.

**THE LATE CAPT. JOHN STUART, U. S. A.**

At a meeting of the officers of the post, held at Fort Gibson on the 22d December, on hearing of the death of Captain JOHN STUART, of the 7th regiment of Infantry—present

Maj J. S. McIntosh, 7th inf. Adj. R. C. Gatlin, 7th inf.

Capt. Stephenson, 7th inf. Lt. D. P. Whiting, 7th inf.

Maj. B. Riley, 4th inf. Lt. G. R. Paul, 7th inf.

Capt. W. Seawell, 7th inf. " S. G. Simmons, "

" E. Tremor, 1st drags. " W. K. Hanson, "

" G. I. Rains, 7th inf. " W. Sherwood, "

" J. P. Davis, " " J. B. Shepherd, "

Major McIntosh was called to the Chair, and Lieut. J. B. Shepherd was appointed Secretary.

Upon motion, it was

*Resolved*, That Captains Stephenson, Seawell and Davis should constitute a committee to draft resolutions expressive of the feelings of the meeting upon the occasion; whereupon the committee, after withdrawing, reported the following resolutions, which were unanimously adopted:

As it has pleased that Providence, who regulates and controls the destinies of men, who holds in his hands the power of life and death, to remove from among us, suddenly and unexpectedly, our life much valued and esteemed brother officer, Capt. JOHN STUART, of the 7th regiment of infantry, by whose death the regiment and the army have been deprived of a sincere and devoted friend, a worthy and meritorious officer, therefore,

*Resolved*, That we, in common with the friends and relatives of the deceased, sympathise most deeply for their loss. Possessed of a purity, warmth, and steadfastness of friendship, of ardent feelings both frank and undisguised, of a firm and conciliatory course of conduct, the grief felt at his loss not only affects his immediate associates of the army, but reaches other classes of society. He was modest, but shrank from no discharge of duty from fear of persons or events. His devotion to the service of his country was sincere and unaffected. In his character were joined unshaken firmness and an unyielding sense of duty, blended with much personal energy and prudence. Having entered the army whilst a youth, as an humble private, his advantages for study in early life were consequently small, yet his views were generally of an elevated cast; and his mind like the native forest which had never been entirely cleared or carefully divided.

*Resolved*, That in testimony of regard for the memory of the deceased, and the unfading remembrance of his many virtues and friendships, whilst living, we will wear crape on the left arm for the space of thirty days.

*Resolved*, That a copy of these proceedings be signed by the President and Secretary, and furnished to the

editors of the *Arkansas Gazette*, the *Army and Navy Chronicle*, and the *National Banner* Nashville; and that they be requested to publish the same.

J. S. McINTOSH, *Major 7th Inf., Chairman.*  
Jno. B. SHEPHERD, *Lt. U. S. A., Secretary.*

### DOMESTIC INTELLIGENCE.

#### FLORIDA WAR.

Governor CALL, in his message to the Legislature of Florida, now in session, has presented an interesting view of the Florida war, and shown that, after three years of military operations, bravely and perseveringly carried on at a great loss of life, and an immense expenditure of money, the state of things is worse than ever; and has most urgently recommended the passage of the bill (with some changes) now depending before the Senate, for the armed occupation and settlement of that part of Florida which is now overrun by the hostile Indians. The part of Governor Call's message relating to this subject has been ordered by the Senate to be printed, for the information of the Senate, and to aid them in legislation to the best advantage on the bill in question. Mr. Benton gave notice that he should call for the consideration of the bill on Monday next; having now received the opinions and suggestions of Governor Call, in addition to those of General Hernandez, and the Surgeon Genl., Dr. Lawson, all eminently qualified to give opinions, and all concurring cordially in favor of the bill, not only as the best, but as the only means of terminating this harassing and desolating war.—*Globe.*

ST. AUGUSTINE, Jan. 12.—Lt. Col. HARNEY, 2d dragons, arrived in town on Sunday last. We take great pleasure in welcoming back into Florida, Col. Harney. A more gallant and efficient officer does not belong to the service, and one who has borne his full share of privation and peril during the war, with the becoming modesty of a gentleman.

Lieut. H. W. BENHAM, Engineer corps, arrived in town on Wednesday last, to take charge of the repairing of Fort Marion and the sea wall.

Gen. DUNCAN L. CLINCH arrived here on Wednesday last, and took lodgings at the Florida House. The steamer Florida, Capt. Nock, has commenced her regular passages between this place and Savannah. It is intended that she will alternate each week in her arrivals here and Picolata. Persons at a distance may now be assured, as well as invalids desirous of a residence in our climate, of a speedy transit on their arrival at Savannah, in a very comfortable and handsome boat, and under the command of a gentlemanly captain.—*News.*

#### Correspondence of the Savannah Georgian.

GAREY'S FERRY, E. F., Jan. 15.—Col. TWIGGS and staff have just returned from a visit to some of the interior posts, via Pilatka, Fort King, Micanopy, Forts Harlee and Van Cortland. At Fort King the Colonel met with Gen. TAYLOR, who had been on a visit to the country in the vicinity of Deadman's bay. Indians had been seen, but none killed or taken. Two men were fired on and probably killed in the immediate vicinity of Micanopy, on Saturday last. The shots and yells of about a dozen Indians were distinctly heard in the fort. Major BELTON, commanding, immediately despatched a messenger with information of the fact to Col. TWIGGS, who, as soon as practicable, ordered Captain BULLOCK's company, 2d dragons, to Micanopy. Nothing has yet been heard of the result of the matter. The general depot at Black creek is to be removed to Pilatka, 32 miles from the mouth of Black creek on the St. Johns.

Governor GLIMMER, of Georgia, has issued an order, calling for volunteers to protect the inhabitants of the country near the Okefenokee.

General CHARLES FLOYD, in a letter to the Governor, considers 500 men necessary for defensive warfare on the frontier while the war lasts in Florida; but remarks that, "to continue the explorations of the Okefenokee, establish posts inside the swamp, and construct roads to them, and carry on, at the same time, active offensive operations against the enemy, 500 infantry and 300 mounted men would be necessary."

The General states that his command is rapidly diminishing, and in a few weeks will be entirely out of service.

*From the Norfolk Beacon, Jan. 23.*

ARRIVAL OF THE U. S. SCHR. GRAMPUS.—The U. S. schr. Grampus, Lt. Com'dt Paine, from Pensacola, via Havana, 18 days from the latter port, arrived off the naval anchorage on Monday night last, and on Tuesday morning the customary salutes were exchanged. The officers and crew, we are pleased to learn, are well.

The Grampus sailed from Pensacola on the 2d ult. and from Havana on the 3d inst., leaving there the U. S. ships Natchez, Commanded Page, and Ontario, Commander McKenney, all well; the former bound on a cruise among the West India islands, and the latter to sail in a few days for Pensacola.

The Grampus spoke, on the 3d inst., off Havana, the U. S. brig Consort, Lt. Com'dt Gardner, 19 days from Vera Cruz, all well, bound to New York. Lt. Com'dt G. spent two or three hours on board the Grampus, but the officers of the G. heard nothing of the affair of the French squadron firing into the Consort, and discredit the story.

We conversed with an officer of the Grampus yesterday, who is inclined to attribute the report about the Consort to a rumor that a revenue cutter had been fired over by the Creole, vessel of war, when in want of a pilot.

The day before the Grampus sailed from Havana, a portion of the French squadron arrived from Vera Cruz, among which was the frigate Iphigénie and sloop Creole, commanded by the Prince de Joinville; the latter having on board a brass cannon captured from the Mexicans at St. Juan de Ulloa. Both of the above vessels, it was rumored, would sail for France in a short time; the former for repairs, having received several shot in her hull just above the water line, and her mainmast being much crippled.

We learn that, in the attack on the castle of St. Juan de Ulloa, the number killed on board the French squadron was fifteen, and fifty-five wounded.

The Grampus has had very severe weather on the passage—had been within a few miles of Cape Henry 12th inst. and was blown off three times.

The following is a list of the officers of the Grampus:

JOHN STONE PAINE, Esq., Lt. Com'dg; G. G. Williamson, T. T. Hunter, D. McDougal, Lieuts. W. Ross Gardner, act'g Sailing Master; E. J. Rutter, Asst Surgeon; W. H. Adams, R. D. Izard, W. W. Polk, J. Foster, Midshipmen; T. M. Hanson, Captain's Clerk; F. Rice, act'g Gunner; W. Johnson, act'g Boatswain; J. Tabor, act'g Carpenter.

Passenger, Dr. Sharp, U. S. Navy.

PENSACOLA, Jan. 12.—The U. S. ship of war Erie, Lieut. Farragut, arrived here on Thursday last from Vera Cruz, 18th, and Tampico, 28th Dec. On the day of her departure from the latter place, Capt. Farragut received a circular from Admiral Baudin, announcing his determination to blockade the coast of Mexico; but in consequence of his former declaration that the port of Vera Cruz was open to all neutrals, vessels would be permitted to enter the ports of Vera Cruz, Sacrificios, Antonio and Lizardo, but would not be permitted for the present to land any portion of their cargoes, any attempt at which would be followed by the immediate confiscation of vessels

and cargo. Cruisers had been sent off the different ports for the purpose of enforcing the blockade. The Admiral's last letter was dated on the 22d ult., at which time the castle was in possession of the French, and the city, though abandoned by its inhabitants, in possession of the Mexican troops. The town was attacked on the 31st by the French.

The following is a list of the officers of the Erie :  
D. G. FARRAGUT, *Lieut. Commanding*; A. Lewis, A. S. Worth, Jos. F. Green, *Lieuts.*; J. Mooney, *Master*; J. C. Spencer, *Surgeon*; J. C. Holland, *Purser*; L. B. Avery, W. B. Beverly, *Passed Midshipmen*; J. W. Taylor, *Asst. Surgeon*; J. J. Barry, Wm. H. Montgomery, I. G. Strain, N. C. Bryant, J. Matthews, *Midshipmen*; J. C. Clark, *Capt's Clerk*; Jas. Nooney, Jr., *Prof. of Math*; T. Tyler, *act'g Boatswain*; W. Craig, *Gunner*; S. G. Macomb, *Carpenter*; B. B. Burchstead, *Sailmaker*; P. Walters, *Ship's Steward*.

We learn that Commander Joseph Smoot takes command of the Erie.

The U. S. sloop of war Boston, E. B. Bahbit, Commander, is also shortly expected here from a cruise to windward.—*Gazette*.

PENSACOLA, Jan. 19.—The U. S. ship Ontario, W. E. McKenney, Esq., commander, arrived here on the 12th inst., in four days from Havana. The following is a list of her officers:

Wm. E. McKENNEY, Esq., *Commander*; E. Farland, Wm. E. Hunt, W. J. Robertson, J. K. Bowie, *Lieutenants*; G. H. Scott, *Master*; J. Bryan, *Purser*; J. M. B. Clitz, E. T. Nichols, E. S. Throckmorton, W. H. Jamesson, A. Bryson, Bassett, Edwards, *Midshipmen*; Hudson, *Capt's Clerk*; Bryan, *Boatswain*; McDonald, *Carpenter*; Tatein, *Sailmaker*.—*Ibid*.

U. S. BRIG CONSORT.—A paragraph was lately published in several newspapers, stating that the U. S. States brig Consort had been fired into by a French brig. The following note, referring to the matter, appeared in the *Courier and Enquirer* on Monday.

U. S. BRIG CONSORT,  
New York, January 26, 1839.

To the editor of the *Courier and Enquirer*.

SIR: You are authorized by the undersigned to state to the public (and particularly to those who have given to the world such high-wrought statements in regard to the circumstance of the French brig of war Alcibiades having fired across the U. S. brig (Consort,) that he has requested the honorable Secretary of the Navy to grant him a court of inquiry, should the letters which he has placed on the files of the Navy Department prove unsatisfactory; and if, upon such inquiry, it can possibly be proved that he suffered the slightest indignity to be offered to his flag, he hopes to meet the punishment due to a dastardly coward.

WM. H. GARDNER,  
Lt. Com'g U. S. brig Consort.

NEW ORLEANS, Jan. 15.—A letter received from Havana, dated 4th inst. mentions the arrival of the U. S. ship Natchez at that port on the 1st. She entered the harbor in beautiful style during a "notion," exchanging salutes with the Captain General of Havana and the Spanish Admiral. The French ship of war Creole had arrived a few hours before, and her commander, the Prince de Joinville, honored the Natchez with a visit. A salute of twenty-one guns was fired from her decks as the royal lar stepped on board, which was immediately returned by the Creole. The intercourse between Capt. B. Page, of the Natchez, and the young Prince, was accompanied with the cordiality characteristic of their profession. The son of Louis Philippe is said to be very popular with his brother Captains, both of the British and American navy. There were a number of French ships at Havana, bound to the westward, despatched,

as conjectured, for more troops. The Natchez was to sail for the Windward islands on the 5th of January. Under the direction of a commander so able and zealous as Capt. B. Page, her cruise will not fail to extend our commerce and afford protection to our citizens. High encomiums have been passed upon this officer for efficient services rendered by his vessel while cruising recently on the Mexican coast, and by the American residents in Mexico generally; his removal to another point, perhaps equally needing the presence of so vigilant and humane a seaman, will be felt as a serious privation. So long as our navy is under the command of such officers, it will continue to be, as it has been, our greatest boast and strongest safeguard.—*Bulletin*.

REVENUE CUTTER McLANE.—Capt. CHILDS, heretofore commissioned as a lieutenant in the revenue service of the U. S. on the Florida coast, has been promoted to the rank of Captain, and ordered to the command of the cutter McLane, at this port. He assumed the duty on Tuesday last, on which occasion the customary salutes were given.

Among the former commanders of the McLane, since she has been on this station, Capt. Wm. A. Howard, and Lieut. Comdr. Sturgis, will be remembered with gratitude by many in this place, for the prompt and valuable assistance frequently afforded by them to our shipping interests, and also for the benevolent interest with which they participated in the measures proposed for the moral improvement of seamen; and from what we learn of the reputation of Capt. Childs, during a long career in the service, we doubt not that he will entitle himself to a no less favorable regard among our seafaring and mercantile community.—*New Bedford Mercury*.

From the *Portland Argus*.  
CARDS.

WINSLOW & JONES tender their thanks to Capt. Walden and the officers of the U. S. Revenue Cutter Morris, for their prompt assistance in getting the brig Turner safe into port, she having lost both cables and anchors.

PORTLAND, Jan. 18, 1839.

The undersigned, master of the brig Turner, in behalf of himself, officers and crew, tenders his sincere thanks to Capt. Walden, the officers and crew of the U. S. Revenue Cutter Morris, for the prompt assistance rendered them on Thursday last, and for the supply of a chain and anchor, the brig having lost both of hers, on her passage from Matanzas.

JAMES FULLERTON,  
for himself, officers and seamen.

PORTLAND, Jan. 18, 1839.

Maj. Gen. SCOTT and Col. WORTH, who have been on duty, along the northern frontier, are now in this city. These gallant men, now or heretofore, have discharged their delicate and responsible duties with distinguished success and ability. Gen. Scott has traversed the entire western and northern frontier, mingling frankly and familiarly with his fellow citizens, and inculcating, with persuasive eloquence, the doctrine of obedience to the laws. Col. Worth's position has been one of extreme difficulty. He has, however, borne himself nobly, combining in all his movements, the fidelity of the soldier and the generosity of the philanthropist. The high duty of pacification could not have been more wisely confided than to the hands of Gen. SCOTT and Col. WORTH.—*Albany Evening Journal*.

From the *St. Louis Republican*.

We have been favored with the following particulars of the internment of our much esteemed fellow-citizen, Col. A. P. CHOCTEAU, eldest son of the father of our city, Major PIERRE CHOCTEAU.



Col. A. P. ChoctEAU died after a short but severe illness, on the 25th December last, at his plantation, the Grand Saline, near Fort Gibson, Arkansas.

ORDER No. 39.

HEAD QUARTERS, FORT GIBSON, }  
December 27, 1838. }

The Major Commanding announces with regret, the death of Col. A. P. CHOCTEAU, an Indian Commissioner in the service of the United States—a graduate of the United States Military Academy, and formerly an officer of the United States army; and directs that his remains be interred at half past three o'clock, P. M., with the honors of war.

The escort and procession will be formed in the following order:

Captain S. W. Moore.

1st Lieut. Whiting and Hanson.

4 Sergeants, 4 Corporals, and 80 Privates.

Music.

Pall Bearers:

1st Lt. G. R. Paul, 7th Inf.

Ass. Sur. Bailey, U.S.A.

Capt. W. Seawell, 7 Inf.

Pall Bearers:

1st Lt. R. C. Gatlin, 7 Inf.

Capt. G. J. Rains, "

Maj. B. Riley, 4 Inf.

Medical Staff.

Companies in inverse order, with side arms.

B, 7th Infantry.

D, do.

I, do.

K, do.

E, do.

G, do.

H, 7th Infantry.

A, do.

E, 1st Dragoons.

G, do.

K, do.

F, do.

Sutlers.

Officers of Infantry.

Officers of Dragoons.

Commanding General S. W. Frontier.

By order of MAJOR MCINTOSH,

R. C. GATLIN, *Post Adjutant.*

Gen. D. L. CLINCH, late of the U. S. army, has been elected President of the Florida Peninsula Railroad and steamboat Company.

**OUTRAGE ON THE SHIP ECLIPSE AT THE ISLAND OF SUMATRA.**—We observe in some of the public papers a disposition to blame the Government for omitting the proper measures to protect the trade of the United States on the coast of Sumatra, and in the Indian Ocean. The injustice of the imputation will be apparent when it is understood that Commodore READ, now on a cruise to the East Indies, was specially instructed to visit the island of Sumatra, with a view to the protection of commerce, and of overawing the piratical spirit of the natives. From dates and circumstances it is almost certain that he will already have been on the spot and taken the necessary measures to punish the authors of the outrage, as well as to procure satisfaction for the plunder of the Eclipse. We also understand it is the intention of the President to keep an American cruiser employed constantly, in future, in the Indian seas; or, at least, to direct such frequent visits of our public ships as shall impress on the minds of the natives a conviction that they will return at certain stated seasons, and, consequently, prevent the recurrence of similar outrages.—*Globe.*

#### CANADA.

Yesterday at 2 o'clock, a meeting of the Executive Council was held at the Government House, when Her Majesty's Commission appointing His Excellency Sir John Colborne Governor General, Vice Admiral, and Captain General of all Her Majesty's provinces within and adjacent to the continent of North America, was read by the Clerk of the Executive Council; after which His Excellency took the several oaths required upon such occasions. A salute by the Royal Artillery, stationed on the Champ-de-Mars, announced the installation of the new Governor General.—*Montreal Courier*, Jan. 18.

Yesterday, the detachments of the 65th Reg't and 93d Highlanders, which lately landed at Halifax, crossed the river from point Levy and marched into the Jencks' Barracks, where they will remain for a few days, and then proceed to join their respective camps; they are fine looking men, and will prove efficient reinforcements. The officers with the 65th detachment are Capt. Weyland, Lieut Stokes, and Ensign Marshall. With the 93d, Ensign Crawford and McPherson.

The first division of the 11th reg't left this garrison yesterday for Sorel; they were followed by the 2d division this morning, the remainder will immediately follow, and it is understood they will, for the present, occupy the post above named, ready to move as occasion may require.

We learn that three more regiments are immediately coming to Halifax, viz: the 8th from Jamaica, and the 37th and 69th from other parts of the West India station.—*Quebec Mercury*, Jan. 15.

Yesterday morning at 9 o'clock, Pierre Theophile Deceigne, Aubrose Sanguinet, Charles Sanguinet, Francois Xavier Hamelin, otherwise called Petit Hamelin, and Joseph Robert, were hanged in front of the new jail, in pursuance of the sentence of the court martial. Deceigne was a notary at Chateauguay, and was taken prisoner at Napierville along with Captain Morn and others, with whom he was tried. The other four were found guilty of high treason and of the murder of Mr. Walker, under aggravated circumstances.—*Montreal Herald*, Jan. 19.

**FROM BERMUDA.—Sailing of an English fleet for Vera Cruz.**—The brig Coquette, Captain Trimmingham, at Norfolk on Sunday, in ten days from Bermuda, brought the fate of the Royal Gazette to the 15th inst., to the Norfolk Herald.

The British brig of war Wanderer had recently captured a Portuguese slaver, with 250 slaves on board, and carried her into Nassau.

The steam frigate Medina arrived at Hamilton the 14th, in four days from St. John's, N. B.

The brig of war Charibdis arrived from Jamaica on the 14th, reports that Com. Douglas had hoisted his red pennant on board the Cornwallis, 74, and that the British squadron sailed on the 15th December for Vera Cruz. The squadron consisted of the Cornwallis 74, Edinburgh 74, Vestal 28, Rover 18, Modeste 18, Snake 16, Ringdove 16. The Pique frigate 36, with Mr. Pakenham on board, and the Race 18, sailed three days previously for Mexico. The Madagascar 46, will join the squadron at Vera Cruz. The Seringapatam 46, was expected momentarily to touch at Jamaica on the way to Mexico.

#### THE FRENCH SQUADRON IN THE PACIFIC.

We have received from M. De la Forest, the Consul General of France, an attested copy of the following important letter, which we translate.—*New York American.*

FRANÇOIS NERFIDE,

Anton Liguardi, 15th Dec., 1838.

SIR: In reference to my despatch of this day, I hereby announce, that I have transmitted information to the commandant of our naval forces in the Pacific Ocean, of the declaration of war, by Mexico against France, with orders to proceed instantly to the western coast of Mexico, with all his disposable strength. I beg you to communicate, in my name, this information to all the consuls and agents of France on the two continents of America, through whom it may be conveyed either to any commander of our squadron, or to the commandant of any French vessel of war in the Pacific Ocean. I rely upon your activity in this respect. Accept, M. le Consul General, the assurance of my very high consideration.

CHARLES BAUDIN.

To the Consul General of France, New York.

For the following statement of the present force of the British Navy, we are indebted to the Devonport Telegraph, by whom it is stated to have been compiled from official sources by an old and valued naval correspondent.

#### BRITISH SHIPS OF THE LINE NOW IN COMMISSION.

*Britannia, 120	*Howe, 120
*Royal Adelaide, 110	Princess Charlotte, 110
Rodney, 92	Asta, 84
*Ganges, 84	Bellerophon, 80
Vanguard, 80	Edinburgh, 74
Hastings, 74	Hercules, 74
Maabar, 74	Conwallis, 74
Melville, 74	Minden, 74
Pembroke, 74	Dunegal, 78
Russell, 74	Calavara, 74
Wellfleet, 74	Total, 21

\*In port, and could be ready in a week—the rest at sea.

#### DEMONSTRATION SHIPS IN COMPLETE REPAIR, AND READY FOR COMMISSION.

St. Vincent, 120	Caledonia, 120
*Camperdown, 104	Impregnable, 104
*Powertail, 84	Calcutta, 84
Thunderer, 84	*Agincourt, 74
*Bellisle, 74	Vengeance, 76
Beetow, 74	Illustrious, 74
*Hawke, 74	Total, 13.

\*New ships, never at sea.

#### THE FOLLOWING COULD BE GOT READY IN A FEW WEEKS.

*Royal William, 120	Hibernia, 120
*Nelson, 120	*Neptune, 120
Prince Regent, 120	Royal George, 120
Waterloo, 120	*Queen Charlotte, 104
*Formidable, 84	Vengeance, 86
*Clarence, 84	*Monarch, 84
*Bombay, 84	Cambridge, 80
Foudroyant, 80	Total, 15.

\*New ships, never at sea.

#### THIRD RATES.

Achilles, 78	Ajax, 74
Bellona, 74	Black Prince, 74
Blenheim, 74	*Carnatic, 74
*Delance, 74	Devonshire, 74
Egmont, 74	Hague, 74
Implacable, 78	Invincible, 74
Kent, 78	Medway, 174
Marlborough, 74	*Minotaur, 74
Stirling Castle, 74	Sultan, 74
Warspite, 76	*Wellington, 74
Imaum, 74	Total, 21.

\*New ships, never at sea.

N. B. A few of the vessels on the last list may require some repairs, but on an emergency the whole may be sent to sea for a service of two or three years. In fact, worse ships than these were sent to the East Indies during the late war.

ON THE STOCKS.—The Nile, 92; and London, 92; might be launched at a few days' notice. The Royal Frederick, 120; Indus, 80; are ordered to be launched in April next. The St. George, 120; Frigategar, 120; Gajah, 84; Collingwood, 84; Boscawen, 70; and Cumberland, 70, are building, and in a state of forwardness.

#### MILITARY INTELLIGENCE.

We propose to publish every week, in a condensed form, such minor details as we can procure of the operations, changes, etc., of each regiment in the army; and shall be thankful to Adjutants, or other officers, for any information that they can contribute.

**1st Dragoons**—Colonel Kearny has resumed the command of the regiment, and the Lieut. Colonel has availed himself of a leave of absence. Adjutant H. S. Turner has received the appointment of Asst. Adjutant General, with the rank of Captain; 1st Lt. P. R. Thompson appointed Adjutant in his stead. Lieut. B. S. Roberts has resigned, to take effect 25th Jan.

**2d Dragoons**—Continues on duty in Florida.

**1st Artillery**—The Colonel of this regiment has leave of absence until May next. Lieut. Atsuth ordered to conduct recruits to the southwest.

**2d Artillery**—Has been recruited recently. Captain Dehart ordered to conduct a detachment of recruits to the southwest, and to report to the superintendent of recruiting service in New York for that purpose.

**3d Artillery**—Now on duty in Florida, commanded by the Maj., except the light company, (C.) commanded by Capt. Ringgold, stationed at Carlisle. Capt. Ringgold, recently tried before a court martial, has been honorably acquitted of all charges and specifications.

**4th Artillery**—Serving in Florida, and commanded by the Lieut. Colonel.

**1st Infantry**—Whole regiment is serving in Florida.

**2d Infantry**—Whole regiment is serving in Florida. 1st Lieut. A. B. Eaton has been appointed Commissary of Subsistence, with the rank of Captain, from 7th July, 1838.

**3d Infantry**—Col. Many's command (4 companies) has resumed its position at Fort Jessup, having returned from Shreveport. There is a recruiting party under Lieut. Blanchard, belonging to the regiment, in New Orleans.

**4th Infantry**—Is now en route for Fort Gibson, where it is to relieve the 7th Infantry, ordered to join the army of the south. Gen. Arbuckle does not accompany the 7th, being continued in command of a department. There is a recruiting station in New Orleans, under Captain Allen.

**5th Infantry**—Continues to serve in the north and northwest.

**6th Infantry**—Is in Florida.

**7th Infantry**—This regiment sustained a loss in the death of Captain Stuart. Lieut. Holmes, Adjutant, takes his company, and Lieut. Gatlin is appointed Adjutant, vice Holmes promoted as above. Captain Miles appointed Assistant Quartermaster.

**8th Infantry**—The Colonel of this regiment has relieved Gen. Eustis in command of a department; the latter being on leave of absence. Captain Bonnell ordered to conduct recruits to the southwest. Head quarters removed temporarily to Ogdensburg, N. Y.

#### ARMY.

##### OFFICIAL.

GENERAL HEAD QUARTERS OF THE ARMY, ORDERS, ADJUTANT GENERAL'S OFFICE, No. 9. Washington, Jan. 26, 1839.

PROMOTIONS and appointments in the Army of the United States, since the publication of "General Orders," No. 46, dated 1st November, 1838.

##### GENERAL STAFF.

First Lieutenant Henry S. Turner, 1st Dragoons, to be Assistant Adjutant General, 17 Nov., 1838, vice Keyes, resigned.

Captain Dixon S. Miles, 7th Infantry, to be Asst. Quartermaster, 16 Jan., 1839.

##### CORPS OF ENGINEERS.

Brevet Colonel Joseph G. Totten, Lieut. Col., to be Colonel, 7 Dec., 1838, vice Gratiot, dismissed.

Brevet Lieutenant Colonel R. E. De Russy, Maj., to be Lieut. Colonel, 7 Dec., 1838, vice Totten, promoted.

Captain C. A. Ogden, to be Major, 7 Dec., 1838, vice De Russy, promoted.

First Lieutenant John Sanders, to be Captain, 7 Dec., 1838, vice Ogden, promoted.

Second Lieutenant William H. Wright, to be 1st Lieut., 7 Dec., 1838, vice Sanders, promoted.

##### SECOND REGIMENT OF DRAGOONS.

First Lieutenant Marshall S. Howe, to be Captain, 1 Jan., 1839, vice Tompkins, resigned.

Second Lieutenant W. Hardia, to be 1st Lieut., 1 Dec., 1838, vice O'Neal, resigned.

Second Lieutenant Lawrence P. Graham, to be 1st Lieut., 1 Jan., 1839, vice Howe, promoted.

Thomas W. Thompson, of South Carolina, to be 2d Lieut., 12 Nov., 1838.

##### SECOND REGIMENT OF ARTILLERY.

First Lieutenant John B. Grayson, to be Captain, 11 Dec., 1838, vice Chambers, deceased.

Second Lieutenant Henry C. Pratt, to be 1st Lt., 11 Dec., 1833, vice Grayson, promoted.

#### SECOND REGIMENT OF INFANTRY.

First Lieutenant Samuel P. Heintzelman, to be Captain, 4 Nov., 1833, vice Hoffman, promoted.

Second Lieutenant James W. Anderson, to be 1st Lieut., 4 Nov., 1833, vice Heintzelman, promoted.  
Julius Hayden, of Florida, to be 2d Lieut., 16 Jan., 1839.

#### FOURTH REGIMENT OF INFANTRY.

Second Lieutenant Charles Hoskins, to be 1st Lt., 30 Dec., 1833, vice Tibbatts, deceased.

#### FIFTH REGIMENT OF INFANTRY.

First Lieutenant Edgar M. Lacy, to be Captain, 1 Nov., 1833, vice Alexander, deceased.

First Lieutenant Isaac Lynde, to be Captain, 1 Jan., 1839, vice Jamison, dismissed.

Second Lieutenant Joseph H. Whipple, to be 1st Lieut., 1 Nov., 1833, vice Lacy, promoted.

Second Lieutenant Samuel Whitehorse, to be 1st Lieut., 1 Jan., 1839, vice Lynde, promoted.  
S. H. Fowler, of Connecticut, to be 2d Lieut., 12 Nov., 1833.

#### SIXTH REGIMENT OF INFANTRY.

Brevet Major Win. Hoffman, Captain of the 2d Infantry, to be Major, 4 Nov., 1833, vice Glassell, deceased.

#### SEVENTH REGIMENT OF INFANTRY.

First Lieutenant Theo. H. Holmes, to be Captain, 9 Dec., 1833, vice Stuart, deceased.

Second Lieutenant James M. Wells, to be 1st Lieut., 9 Dec., 1833, vice Holmes, promoted.

#### CASUALTIES.

##### RESIGNATIONS.

##### Captains.

E. D. Keyes, as Ass't. Adj't. Gen. 16 Nov., 1833.  
W. W. Tompkins, 2d Dragoons, 31 Dec., 1833.

##### First Lieutenant.

J. H. P. O'Neal, 2d Dragoons, 30 Nov., 1833.

##### Second Lieutenant.

A. P. Gregory, 4th Artillery, 31 Dec., 1833.

##### DEATHS.

Major James M. Glassell, 6th Infy., at sea, 3d Nov., 1833.

Captain John Stuart, 7th Infy., Camp Illinois, Arkansas, 9 Dec., 1833.

Captain Wm. Alexander, 5th Infy., St. Louis, Missouri, 31 Oct., 1833.

Ass't. Quartermaster James A. Chambers, Baltimore, Maryland, 10 Dec., 1833.

First Lieut. S. T. Tibbatts, 4th Infantry, Louisville, Kentucky, 29 Dec., 1833.

The officers promoted and appointed will report for duty accordingly.

By order of ALEXANDER MACOMB,

MAJOR GENERAL COMMANDING-IN-CHIEF:  
R. JONES, Adj't. Gen.

## NAVY.

#### ORDERS.

Jan. 16.—Comm'r. F. Forrest command of ship Warren.

23.—Mid. H. Tillotson, frigate Macedonian.

24.—Mid. M. C. Perry, Naval School, N. York.

24.—Lieut. Geo. N. Hollins, Rendezvous, Baltimore.

25.—Comm'r. A. J. Dallas, Navy Yard, Pensacola.

Comm'r. J. M. Melatosh, do do

Mid. H. P. Robertson, Naval School, N. York.

Mid. M. K. Warrington, do Norfolk.

26.—P. Mid. J. A. Doyle, W. I. squadron.

Mid. I. N. Brown, do do

28.—Lt. A. Bigelow, command of schr. Shark.

P. Mid. J. M. Lockert, Rendezvous, Baltimore.

Mid. E. E. Rogers, Rec'g ship, Philadelphia.

Officers ordered to the frigate Constitution.

Daniel Turner, Captain.

Lieutenants.—E. W. Carpenter, R. A. Jones, W.

H. Kewen, R. R. Pinkham, T. D. Shaw, P. Turner.

Fleet Surgeon, Thomas Dillard.

Assistant Surgeons, C. D. Maxwell, S. Jackson.

Purser, McK. Buchanan.

Passed Midshipman G. McCreery, acting Master. Passed Tidshipmen, M. Hunt, M. Woodhull, F. Haggerty, L. C. Sartori.

Midshipmen, G. H. Cooper, C. W. Hayes, C. O. Ritchie, H. H. Harrison, W. A. McCrohan, R. T. Renshaw, J. P. McFarland, H. F. Porter, J. H. Mel. Madison, S. Bent, A. K. Hughes, J. S. Maury, M. Durable.

Boatswain, N. Steinboch. Gunner, D. Kelly. Carpenter, J. Cahill. Sailmaker, N. B. Freed.

Officers ordered to the Warren.

Commander, FRENCH FORREST.

Lieutenants, J. T. Gerry, Jno. S. Little, T. E. Munn, Joseph Lamm.

Surgeon, Daniel Egbert. Ass't Surgeon, A. F. Lawyer. Purser, T. M. Taylor.

P. Mid. D. B. Ridgely, acting Master. Passed Midshipmen, J. P. Mullany, J. W. Cooke, J. J. Forbes, C. E. Flomming.

Midshipmen, G. H. Preble, J. D. Todd, S. D. Vallette.

Boatswain, R. Whitaker. Gunner, J. W. Pennington. Carpenter, J. O. Butler. Sailmaker, M. Whedden.

#### RESIGNATIONS.

John J. White, Passed Midshipman, January 13.

Matthew S. Pitcher, do January 24.

#### VESSELS REPORTED.

WEST INDIA SQUADRON.—Ship Erie, Lt. Com'd't Farragut, arrived at Pensacola, Jan. 10, from Vera Cruz. Ship Natchez, Comm'r. B. Page, Jr., Ontario, Comm'r. McKenney, and brig Consort, Lt. Com'd't Gardner, sailed from Havana, Jan. 8.

Schr. Grampus, Lt. Com'r. J. S. Paine, arrived at Norfolk, Jan. 22, from Pensacola, last from Havana.

Frigate Macedonian dropped down to the naval anchorage below Norfolk, Jan. 22.

Ship Boston, Comm'r. Babbitt, was spoken 2d instant, lat. 24 30, lon. 70, on a cruise—all well. At Havana, Jan. 7.

PACIFIC SQUADRON.—List of officers of the N. Carolina.—H. E. Ballard, Commodore; Thos. O. Selfridge, Lt. Com'd't; A. G. Slaughter, Chaplin, Boggs, Weems, Hunt, Gillis, Ingersoll, Lieutenants; J. Wilson, Purser; H. Hobbs, Comm. Secretary; Wm. Swift, Fleet Surgeon; J. Brucknerhoff, Surgeon; David Harlan, Ass't Surgeon; J. T. Houston, Prof. of Mathematics; C. F. McIntosh, Master; F. Stanley, P. Midshipman; Barney, Muse, Winder, Higgins, McLaughlin, Dance, Biddle, Ridgely, Weston, Harrell, Midshipmen; Stephenson, Gunner; Jones, Carpenter; Brice, Sailmaker.

Schr. Experiment, Lt. Com'd't J. Glynn, bound on a survey of harbors in North Carolina, sailed from Norfolk on Tuesday, 22d inst.

Packet brig Consort, Lt. Com'd't Gardner, arrived at New York on Friday. Officers: Wm. H. Gardner, Lt. Com'd't; Montgomery Lewis, Henry T. Wingate, act'g Lieuts; Wm. Crann, P. Midshipman; Wm. B. Sinclair, ass't Surgeon; John B. Randolph, Wilson R. McKinney, Midshipmen; J. S. Sloan, Capt's Clerk; John McKinley, act'g Boatswain.

REVENUE CUTTERS.—Brig Washington, Lt. Com'd't A. V. Frazer, from a cruise off the coast to supply vessels, put into Hampton Roads, Jan. 20.

A detachment of 175 seamen, under the command of Lt. C. H. Jackson, for the U. S. service, arrived at Norfolk on Saturday, 19th inst., in the barque Dromo, from Boston.

## DEATHS.

In this city, on the 23d inst., aged 9 months, WILLIAM COLEMAN, son of Capt. L. TWIGGS, of the U. S. Marine Corps.

In Fauquier county, Va., on the 15th instant, Mrs. MARY C. DULANY, wife of Capt. BLADEN DULANY, of the U. S. navy.

At Camp Illinois, Arkansas, on the 8th ult., Captain JOHN STUART, of the 7th reg't of infantry, U. S. A. In this city, very suddenly, on Saturday last, CLIAS G. WILCOX, Esq., principal clerk in the office of the Com. Gen. of Sub.

At Newburgh, N. Y., on the 21st inst., Miss ALIDA Y. LEAVENWORTH, aged 21 years, only daughter of the late Gen. H. LEAVENWORTH, of the U. S. army.

# ARMY AND NAVY CHRONICLE.

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VOL. VIII.—No. 6.] WASHINGTON, THURSDAY, FEBRUARY 7, 1839. — [WHOLE No. 214.]

## CONGRESSIONAL DOCUMENTS.

### DOCUMENT

*Relating to the bill (S. 160) "to provide for the armed occupation and settlement of that part of Florida which is now overrun and infested by marauding bands of hostile Indians."*

JANUARY 17, 1839. Submitted by Mr. BENTON, and ordered to be printed.

WASHINGTON, January 16, 1839.

SIR: Respecting the armed occupation and settlement of that part of Florida now overrun by the Indians, as proposed by the bill which you were pleased to put into my hands, (with the accompanying letter from Dr. Lawson,) and upon which you do me the honor to ask my views, I beg leave to state that the plan is one, in my opinion, eminently calculated to accomplish the objects intended. But permit me to say, that before that law can be promulgated and carried into effect, it will be too late for the settlers to clear land for cultivation this year. I therefore respectfully beg leave to suggest, that, at first, they should be located immediately contiguous to the present exposed frontier settlements within the Alachua county, near Fort King, and on either bank of the river St. Johns, and south of St. Augustine, to New Smyrna, and thence gradually along the Atlantic coast to Cape Florida.

There is a number of plantations, with extensive clearings, in Alachua county, on the bank of the St. Johns; at the head of the river Matanzas; at Tonoka, on the river Halifax; at New Smyrna, and also some few settlements on New River, and near Cape Florida; which in consequence of this protracted war, remain unoccupied. It is believed their proprietors would not object to have them occupied and cultivated by the settlers, who might thereby secure provisions for the ensuing year.

Flint or gourd seed corn can be planted in Florida as late as the middle of April and that of Cuba, which is a heavier corn than either of the others, and of quicker growth, admits of being planted as late as the middle of June. Seed of the last description of corn could be imported and furnished to such of the settlers as might be late in commencing their planting operations. I would, also, respectfully suggest, that the allowance of sugar, coffee, and soap, be added to the rations proposed to be furnished, and that these be extended to the members of the family and laborers which each settler may bring with him.

The objects of the bill would also be much advanced, if transportation were provided for the settlers: say from St. Marks to the several posts that may be established on the western side of the peninsula along the Gulf of Mexico; from the Depot on Black creek to those posts established on the St. Johns and its tributaries; from the depot at St. Augustine to the posts that may be established at the head of the river Matanzas, at Mosquito or New Smyrna, Indian river, Jupiter river, New river, Key Biscayne, and so around to Cape Sable. Unless the facilities of transportation be afforded, it is my opinion that few, if any, could find their way to the posts in the southern parts of the peninsula, for the want of conveyance. Neither would it be safe to penetrate so far into the enemy's country with a force short of fifty or one hundred men, to secure their landing, and maintain the ground.

The country so intended to be occupied should be divided into districts, and the settlers embodied according to the militia organization directed by Congress, (and not according to the present local laws,) reducing the number of privates of each company to

the number required at each station proposed by the bill. The Governor of the Territory being commander-in-chief of the militia, the officers, according to their respective grades, could report to him, that, at all times, they might be in readiness to meet any requisition which the General commanding the United States troops might make of him to prosecute the war. The settlers, thus required by the Commanding General, should be mustered into the service, and on the same footing with the troops of the United States.

During the time required to put in full operation the provisions of the contemplated law, I think it important, in order to protect the present settlers, to induce those who have left to return to their plantations, and to guard against a recurrence of the disasters which befel those on the frontier last summer, and, indeed, to within a few weeks, when several persons were murdered and houses burned near Black creek, that the citizens on the frontier, not exceeding in number a brigade, should be mustered into the service of the United States for six months, or one year, unless sooner discharged, under the provisions of the act of Congress of May 1836, authorizing the President of the United States to receive thousands of volunteers. This being done, I am satisfied we shall hear no more reports of murders, or houses burned, by the Indians.

The Commanding General could then dispose of his regular force on the Atlantic coast, in the occupation of New Smyrna, Fort Pierce, Fort Jupiter, Fort Lauderdale, at New River, Cape Florida, Key Biscayne, and Key Largo, the posts in the interior of the country, at Tampa Bay, and others on that coast.

The importance, and indeed necessity, of occupying the Atlantic seaboard must be obvious to all. The Indians have ever been in the habit of resorting to it, in the spring and autumn, in search of wrecks, which are of frequent occurrence on that coast. The counter currents, setting in from the Bahamas, and the contracted gorge of the gulf, in calms as well as boisterous weather, baffle the skill of the best navigators. Our light houses are insufficient, and vessels are driven, or drift, on that shore, and the unfortunate mariner becomes the victim of savage revenge and cruelty. From the wrecks the Indians obtain supplies of those articles required to carry on the war. Besides this, they derive a principal source of livelihood from fishing in the lagoons and waters which run parallel with this coast.

I have read, with much interest, the letter of the Surgeon General, Dr. Lawson, and I was much pleased to find that he does not think the country as unhealthy as it has been represented. Coming from so disinterested a source, his statements cannot fail to remove impressions not less erroneous than prejudicial to the country. His description of the country around Cape Sable will doubtless attract attention, and I hope many of our citizens, who are looking to Texas and other foreign climes, may see it, and be induced to seek in Florida a residence, where they will find a soil and climate equal to the best, and a country just as easy of access.

Here I beg leave to say, that the country east of Suwannee river is capable of sustaining an immense population, and must, in the political order of things eventually form a State separate from that of Middle and West Florida, and greatly to their advantage and that of the country. In this part of Florida, exclusive of the extensive hammocks and very productive pine lands, there are great bodies of savanna, swamp, and meadow lands, composed of the richest soil, to wit: alluvial clay and marl, much of which,

when properly reclaimed, will, south of St. Augustine, produce two crops of grain each year.

On two hundred acres of reclaimed swamp land, I made an average of thirty-six bushels of Cuba seed corn per acre, while, at the same time, a crop of sugar cane was growing on the same two hundred acres, the immaturity of which was prevented by the war.

This is the only portion of the United States possessing a tropical climate. The advantages which, I believe, will grow out of the adoption, by Congress, of this measure, for the occupation and settlement of it, will soon render us, in some degree, independent of the West Indies, except in the article of coffee, which, I think, cannot be there raised, owing to the blighting winds of autumn passing across the narrow peninsula. Sugar, Cuba tobacco, and all the other staples and fruits of those islands, I believe, will be cultivated in great abundance in Florida. These articles, together with the orange of the country, which is more highly valued than that of other places with the aid of steamboats and railroads, can be sent to the northern and western States in full perfection.

That Florida is also destined to be a great silk producing country is placed beyond a doubt.

When in command in the country east of the river St. Johns, I had an opportunity of examining much of it along the Atlantic coast and the banks of that river, to within a few miles of the Okeechobee Lake. In the course of my observations, I found that much of the country, particularly on the banks and around the head-waters of the St. Johns and Indian rivers, was subject to inundation; and owing to there being no other outlet for the discharge of the waters which, during the wet seasons, accumulate there than the mouth of those rivers, to wit: the St. Johns, at a distance of upwards of 300 miles, and Indian river, at 100 miles, impeded as they are in their discharge by the tide waters of the ocean, whose influence is felt a considerable distance up the rivers.

That important portion of country is susceptible of being easily drained. In the neighborhood of the head waters of the St. Johns, the distance is but more than seven to eighteen miles from the ocean. The country being level and forming an inclined plane towards the sea, and, in many places, not more than two or three miles of timbered land, canals could be cut through the intervening country at comparatively little expense.

As these improvements will probably be left by the Government to individual enterprise, the proposed settlement of that country would aid much in the accomplishment of so great an object, by which thousands of acres of the richest alluvial soil would be redeemed and brought into a state of successful cultivation, that at present are of no use whatever.

I have also to observe, that unless a canal is cut across the Haulover, connecting the waters of the Indian river and those of the Hillsborough river, or Mosquito lagoon, the country about the head of those rivers must necessarily be unhealthy; the one being about 100 miles, as already stated, and the other nearly thirty miles, from its entrance from the ocean, with no current, the winds raising the waters of the one and depressing those of the other, throw all the drift on shore. This being a mass of vegetable matter, and there left to decompose, must, more or less, affect the health of that section, notwithstanding the salubrity of the climate.

The cutting this canal will increase the body of water, and create a current from the influence of the tide at the heads of those rivers, and thereby cleanse the shores, and facilitate the transportation of supplies, at all times, to the posts on Indian and Jupiter rivers, through the Mosquito entrance, with more safety, and at less expense, than by the dangerous navigation round Cape Canaveral. It will prevent also the necessity of crossing the inlet at Indian river, which seldom has more than six feet of water, and often less.

I also beg to be permitted to say, that every effort has been made by the inhabitants, who were driven by the Indians from their homes, to return, and resume the cultivation of their fields; but the effort has been invariably attended with disastrous consequences, and great sacrifice of life, which must inevitably continue to be the case, until efficient protection is extended to them.

The mere occupation of ports, garrisoned with artillery or infantry, will not afford that protection. There were more murders committed last year, when, by the close of the previous campaign, the Indians had been reduced to about one-fifth of their original number, than during the whole previous period of the war.

I am also persuaded that unless the frontier is placed in a state of defence, and the Atlantic side of the coast occupied, the scenes of last year will be re-enacted.

I cannot close this letter without observing that I can bear testimony to the willingness of the inhabitants to contribute all in their power in aid of any measure which may have for its object the close of this destructive war, the continuance of which every day adds so much more to the serious calamities to which they have been immediately subjected.

With sentiments of much respect, I have the honor to be, your most obedient servant,

JOSEPH M. HERNANDEZ,

Brig Gen commanding East Florida Militia.  
To the Hon. THOMAS H. BENTON,  
United States Senator.

**MEMORIAL OF HEZEKIAH L. THISTLE,**  
*Praying that certain communications addressed by him to the Secretary of War, and Chairman of the Committee on Military Affairs of the Senate, on the subject of expelling the hostile Indians from Florida, may be printed.*

January 18, 1839.—Ordered to be printed.  
To the honorable the Senate of the United States in Congress assembled:

The memorial of Hezekiah L. Thistle, of the State of Louisiana, late senior captain and commandant of a body of volunteers raised by him in the State of Pennsylvania, under the authority of the Secretary of War, for a tour of duty in Florida, which has been performed, **RESPECTFULLY SHOWN:**

That your memorialist having had much experience in former years with the Indians in various sections of the country, by which he became familiar with their habits and usages; and having been employed during two campaigns in Florida, as a captain of volunteers in the service of the United States; and having seen, by the report of the Secretary of War to the President, of November 28 last, as communicated to Congress with the President's message, of December 31 last, that "*the Indians must be expelled from Florida*," your memorialist was desirous that the Government should profit by his experience, and, if acceptable also by his services; he therefore communicated his views to the Secretary of War, on the 19th of November last, which were further developed in another communication of the 19th ultimo, addressed to the chairman of the Military Committee of the Senate; which communications your memorialist prays may be printed for the use of the Senate; and for that purpose he respectfully presents herewith copies thereof. And as in duty bound he will ever pray.

H. L. THISTLE, Captain.

WASHINGTON, Jan. 17, 1839.

WASHINGTON, Nov. 19, 1838.

SIR: I had the honor to address a letter to you on the 18th of September last, enclosing the tender of a number of citizens of Philadelphia, as volunteers in Florida for one year, in which service, if accepted, they solicited my command. Your

prompt answer informed me that, as no existing law authorize the acceptance of volunteers, you declined the proposition. Since that period, the treacherous character of the Florida Indians has been more fully developed to the public, (but not in myself, since early and long experience had given me distinct knowledge, as well of their faithlessness, as of their haunts, habits, warfare, and the most promising mode to subdue them.) Knowing your ardent desire to expel them from Florida, and that your best efforts are directed to that object, while the attention of the military force is attracted in several other quarters, I have taken the liberty to make another communication, under the hope that my zeal and experience may be acceptable to you and useful to our country; whether for present service or such as Congress may authorize.

I profess to be a perfect woodsman, and have given proof of my ability to trace the wilds of Florida without guide or interpreter, (those fruitful sources of vexatious disappointment, ignorance, and treachery,) to reach the haunts of the wily savage, and to face him when found; for these truths I may refer and safely appeal to many of the most distinguished officers of the army. I have also the influence to raise promptly a considerable body of able and suitable men, (chiefly ne-hambs, of strength to endure and perform, and skill to make or repair what may be needed,) of which your department had some proof last year.

If thus permitted to raise and command a partisan corps, say 600 men, more or less, 200 of which to be mounted, with one light field piece, suffice it to big-game wagons, drawn by oxen and pack horses, for carrying provisions, ammunition, &c., the whole to be landed near Cape Roman, on the west side, or New river inlet, near Fort Land club, on the east side, I should reasonably count on success.

On landing, I should start my big-game train, well protected, in a direct line across the peninsula, say about fifty miles above its southern extremity; 150 men with the baggage, exclusive of teamsters, and 50 mounted men for reconnoitering and selecting the best route, together with the field piece, would constitute my moveable fort and depot; and 200 men on each side of the baggage train, moving parallel with it about thirty miles distance, with pack horses carrying eight or ten days' provisions, (and having constant access to the train of baggage, as well for additional supplies when needed, as to unite the whole force when necessary,) would constitute my plan of movement, by which the entire effective force is constantly kept up without detachments or delays; the whole corps being constantly in the field and in rapid motion; the efficiency and probable success of which you can judge of better than myself. In this brief outline, details are purposely avoided, as useless.

I should prefer the mounted men northern horses, for many reasons; they are accustomed to grass and very little grain; they are much cheaper, more easily kept, more hardy and durable, and more easily recruited when worn. And for the baggage train, oxen are entitled to great preference over horses; they draw more weight, move more stealthily, do not balk or fret in the draught, feed on grass, require no shoes, their feet do not sink or stick in deep roads or marshes, they are not apt to shirk, they travel as far per day as is necessary, and when halted take care of themselves and do not stray; cost less than horses by one-half; when their labor is spent they serve as food for the troops, and their place of labor is easily supplied in the enemy's country.

With regard to the arms, a portion of Vager rifles would be most relied on; and English muskets, (being more cranked in the stock, and for that reason better sighted), an object of great consideration, as Indians must be shot at upon the run with quick

sight,) used with ball and buckshot, would supply the rest.

A portion of land should, perhaps, be tendered to the men, upon condition that their duty be faithfully performed; and this would create a strong inducement to recruits, and also to faithful services.

With such a force, I think I might safely promise to expel the Indians from any reasonable portion of Florida that might be assigned to me. And if the whole territory were thus simultaneously operated on, a few such corps, at a very short time, would obviously suffice to drive out or destroy its whole Indian population, and at a very small comparative expense.

In thus submitting my views and tender of services, I feel assured you will do ample justice to my zealous frankness, and give them all the consideration they merit.

I have the honor to be, with much respect,

Your most obedient servant,

H. I. THISTLE, Captain.

To the Hon. JOEL R. POINSETT,

Secretary of War.

WASHINGTON, Dec. 19, 1838.

DEAR SIR: I had the honor to hand to you on the 11th inst., copies of sundry letters relating to various subjects, including one to the Hon. Secretary of War, of 19th ult., on the subject of employing a partisan corps to Florida, with a brief outline of its contemplated operations, to which letter I now respectfully invite your attention, and to which I will now proceed to make some supplementary remarks, promising that, in all I shall say, on that of course I intended to the army or its auxiliaries, whether officers or men, whose bravery and skill in the line of their profession are not surpassed in this or in any other country. Nor do I presume to question, in any degree, or in any shape, the measures of the War Department, whose chiefs enjoy, and of right, the confidence of the whole country, and for whom I entertain no other sentiments than those flowing from profound respect.

I set out the broad ground that the army proper is wholly unsuited to Indian warfare, more especially in the wilds of Florida, yet introduced by the fond of civilized man, and where, indeed, nature itself seems almost to have forbidden his approach, by raising barriers of swamps, morasses, and deleterious exhalations, which encompass him at every step in pursuit of the subtle savage, acting on his own well known and selected ground, and in his own mode of warfare, scattered, flying, unseen, through secret and smoken paths after using the deadly rille, while pursuit is our certain exhaustion and defeat, either through entanglement in the murderous ambuscade, or equally fatal mistass.

What can be expected from the best appointed army (and such we have had there more than once) under such circumstances? Unsuited to the woods altogether, and such a woods and its appendages few men have ever even dreamed of, and equally unsuited to seek an enemy—an enemy trifling in number, but of such a character and in such a country as would keep at bay and certainly destroy twenty times their own number of the bravest inexperienced men on earth. Gloty is the soldier's stimulus; but there is no glory there, and hence it is no field for the regular soldier. But the woodsman and hunter would find it their proper element, and their efficiency would well compensate the Government that employed them.

The history of our whole Indian war demonstrates the fact that regular armies are not suited to such operations. It is believed that, wherever victories have been gained in such contests, they have resulted from the employment of woodsmen in the whole, or as auxiliaries; or if any exceptions can be found, they may be safely attributed to the hun-

ter character and habits which regulars will, in course of time, acquire, after much practice and great loss. And in this view, doubtless, if the war in Florida should be continued for a series of years, our regular army employed there would ultimately acquire the hunter's skill; but the loss of time, sacrifices, and enormous cost of money and character necessary to raise the efficiency of the regular to that of the hunter, would greatly outweigh all the benefit which complete success would warrant. Besides, the object of expelling the Indians is of a temporary character, and for that reason temporary but prompt and direct means should be resorted to; since, after drilling the soldier to that kind of service, the field for its operation would no longer exist, (the Indians being expelled,) and a like difficulty would be found in re-drilling him back to his ordinary routine of duty.

Why not employ sailors in this service? They are as brave, persevering, and rapid as any class of men on earth, and yet no one has hinted at such an auxiliary: It is neither the impetuous headlong movement of the sailor, nor the characteristic slow movement of the soldier, that is required, but the wary hunter, now fleet as the deer in pursuit or retreat, and now buried in the leaves and bushes, awaiting the crouching approach of the subtle enemy; or, by a *ruse*, wholly beyond the skill or contemplation of the soldier, leaves his adversary for a time prowling over the empty waste, while, with characteristic cunning, he plunges like an eagle into the most retired haunts, seizing the stores of provisions, munitions, women, and children there deposited, and by these means brings the savage warrior to his feet almost without firing a gun.

We have not understood the Indian character, nor given him due credit for his sagacious war course, which tradition and his whole experience and intercourse have imprinted on his character as the chief object of his life. Following nature as his guide, he adopts the like decoys which she has given to the beasts and birds to lead off assailants from their cherished young; and he applies them successfully. Why is it that we hear of Indian depredations and murders in the very presence of our forts and armies? It is to accuse us with a few scouts, and divert our attention from the secret haunts where their depots are thus held so safely that the contiguous fields are cultivated without interruption or alarm, even while active war is raging in the neighborhood; and so perfectly have these stratagems and decoys succeeded, that all our efforts heretofore have failed to find these depots, fields, women, and children. And, further, our armies have frequently been seduced into the acceptance, as guides, of ignorant and treacherous Indians and negroes, sent covertly and expressly by the enemy to mislead, and although repeated disaster to our arms has been traced with certainty to that cause, it is still unfortunately resorted to.

If we find the enemy and pursue, the trail is soon lost by the scientific stratagem of the flying band of savages, who never abandon his main route but by breaking off from it right and left in small parties and alternately recruiting, he leaves a deceptive diverging trail which, followed by his pursuers, leads them to the deep morass, and thus defeats them; or, by passing over it by hidden sunken wicker bridges of irregular and zigzag course, well known to him, he soon finds his pursuers struggling in the mire, the trail lost, and nothing obtained but the conviction of having pursued an *ignis fatuus*. In this dilemma, the enemy, securely covered and generally unseen, aims his deadly rifle with effect, and those are held fortunate who effect a retreat, even with the sacrifice of their wounded comrades, left to all the hopeless horrors of the tomahawk and scaling knife. Another and another expedition is sent out, and like results follow, till the heart sickens at the

immolation of our brave men. Indeed, it is a forlorn hope throughout, and none but the brave could follow their predecessors through a course so marked with blood and sacrifice, in which success itself yields but an empty reward. I repeat that we have wholly mistaken the Indian character; his strength, his safety, and his policy is flight, aided by stratagem, by which means he leads his enemy as he wishes, chooses his own distance from our troops, selects his own time and place for combat, gives the deadly fire unseen, then flies with a rapidity that defies pursuit, and yet we vainly pursue until exhaustion demonstrates its futility; and then, as a reward for the toil, zeal, and sacrifices of our troops, we coolly declare that "the army has done nothing," when, in truth, it could do nothing more but die.

In the late very able report of the Secretary of War, that enlightened statesman has portrayed in glowing colors much of the difficulty yet to be overcome. (For convenient reference, as connected herewith, I enclose an extract of so much of his report as relates to this particular subject.) He lays down as *ultima*, that the Indians must be driven off, and the lands occupied by settlers capable and willing to defend themselves.

The wisdom of these contemplated measures no person will doubt, and every citizen should feel it his duty to give them full support. In that view, I am anxious to contribute my mite, and shall be truly happy if any suggestions I may make, or any personal aid I may be able to render, shall, in any degree, tend to carry out so desirable an end. And having taken an active part in two campaigns in Florida, been long accustomed to the Indian habits and the hunter's life, as well as the localities of nearly so much of Florida as has been visited by civilized man, and having seen in person many of the disadvantages we have suffered, and reflected seriously on the mode, in my view, best adapted to perfect the before mentioned objects, I have come to the following conclusion on the two most essential points, viz:

1st. The manner of expelling the Indians.

2d. The manner of settling the lands in Florida.

To the first—the manner of expelling the Indians—my first object would be to disperse with the regular army, with all its embarrassing accompaniments of interior forts, garrisons, and block-houses, &c., regarding them all as worse than useless there when the war has been terminated, and more especially discarding the use of guides as wholly worthless, and often extremely dangerous, from ignorance and treachery.

Assuming the whole Territory to be 300 miles in length, I should propose a division thereof into six parts of 50 miles each; to each of said divisions to be assigned a complement of 500 to 600 volunteers, (hunters as far as may be,) headed by an experienced woodsman or hunter. These several corps in due proportions of horse and foot, each with one or two light pieces of artillery, a small baggage and ammunition train drawn by oxen, and a sufficient number of packhorses to convey (and if necessary by small stocks of supplies, to take their posts allotted in said divisions respectively, say on the eastern or western shores of the peninsula, and by a simultaneous movement, directed by such general in chief as the department may designate; the whole of said corps subdivided, as far as may be safe to separate each from the other, to march in straight lines directly across the peninsula to the opposite shore, in the manner briefly laid down in the paper herewith. By such a movement the whole face of the country would be passed over in a few days, and not an Indian could escape, since all his haunts would be penetrated. The expenditure of money would be reduced to a comparative trifle, the loss of life probably nothing, the character of the nation redeemed, and the whole Territory placed in a state of perfect

and perpetual security. In the mean time, and always thereafter, the Government would have the entire use of the army proper for other purposes, and the expenditures would, of course, cease altogether in a few weeks of active operations, thus relieving the treasury and the army effectually, and promptly, and permanently.

Minute details are purposely omitted, and will probably best suggest themselves.

2d. The manner of settling the lands in Florida.

It is evidently the policy of the Government to settle these lands with brave and hardy people; and that policy would be fully carried out by doing an act of simple justice to those brave partisan volunteer corps above referred to, viz: as a reward for their merit, and as a stimulant to their zeal, to give them a portion of the very land which their bravery may conquer, conditioned on that contingency, and to be carried into effect only when the object has been fully and faithfully completed.

A dangerous enemy thus expelled, and a population of brave men thus planted on the soil of our most exposed frontier, would give a permanent security to that portion of our country, which could not be obtained, perhaps, so effectually, so promptly, and at so trifling an expenditure of men and money in any other mode.

I repeat, that being a man of limited education, and without extraordinary pretension to skill in scientific warfare, I offer these remarks simply in my true character of woodsman and hunter, as to which I have considerable experience, and am zealously desirous that my Government shall have the benefit thereof, whatever it may be. And I submit my remarks to you with the more confidence from the conviction, of which your general character is a safe guaranty, that however humble my pretensions may be, you are fully competent to determine whether they possess any merit; and that my motives will be liberally and kindly construed.

I have the honor to be, with much respect,

Your most obedient servant,

H. L. THISTLE, Captain.

HON. THOMAS H. BENTON,

United States Senate.

#### DOCUMENT,

In relation to the subjugation of the hostile Indians in Florida.

February 6, 1839.—Laid on the table, and ordered to be printed.

DOVER, STATE OF DELAWARE, }  
February 2, 1839. }

SIR: The anxiety I feel for the welfare of my country in all her difficulties, I hope will be a sufficient excuse for thus addressing you upon the important subject of the final subjugation of the Indians in Florida. I have had much experience in Indian warfare on our northwestern frontier, and understand their character well. I served nine years as an officer in the United States army during the late war and subsequently. I served a campaign in Florida as captain of volunteers from Philadelphia, under the command of Captain Thistle, and have had some opportunities of forming a judgment of the particular character of the enemy in that quarter, the operations of the army last year, and the probable result of future operations. In consequence of which, I have been not a little curious to see what measures the Government may resort to, in order to relieve itself from the ruinous expenditure and sacrifice of life to which it has long been subjected; and how accomplish the still greater difficulty of giving permanent peace and security to that important frontier.

The entire and absolute expulsion of the Indians from Florida is recommended by the report of the Secretary of War, and appears to me the sure and only means of permanent tranquility in that quarter; but the proposition is rather abstract, since he has

not pointed out, with even tolerable precision, any mode by which it can be accomplished.

This defect is sought to be remedied by the provisions in the bill recently reported to the Senate by the Military Committee; but so far from its making provisions for expelling the Indians, it provides for their permanent occupancy of Florida, and furnishes them with subjects for additional murders and depredation out of such miserable settlers as ignorance or stern necessity may lead into that inhospitable region. And so far from its producing prompt and perpetual peace, its direct tendency is to create perpetual war, and at length either destroy or banish the settlers, while it gives strength and confidence to the enemy, which will compel the Government, even at last, to either drive the enemy from the country or exterminate them.

Since having seen the reports referred to, I have seen by accident a document printed by the Senate, emanating from my old hunter friend, Captain Thistle, who, with his accustomed skill in such matters, has, with a clearness not to be misunderstood or mystified, pointed out the whole evil and the sole remedy, and I am so well satisfied of the efficiency of his plan, and the efficiency of himself, that I will with alacrity volunteer under his command, if his plans should be adopted, and bring with me to the field not less than five or six hundred men, as volunteers, of the best materials; and I hazard nothing in saying that suitable volunteers can be had, and will be promptly offered, even as far as may be desired, from Philadelphia and elsewhere, the moment this plan is promulgated. I have the honor to hold a commission as colonel of the 153d regiment, Pennsylvania militia, and also a captaincy of volunteers. I am fully acquainted with the eluvial spirit of the militia of Pennsylvania, and our country generally, and have spoken nothing at hazard. I am fully persuaded that no compromise with the Indians in Florida will answer the ultimate views of the Government; that they must be driven from the soil; and that Captain Thistle's plan is the only efficient one to be pursued.

I request that this communication may be printed, and referred to the Committee on Military Affairs.

I have the honor to be, with great respect,

Your obedient servant,

BRITTON EVANS,

Col. 153d regiment Pa. Militia.

HON. RICHARD H. BAYARD,

United States Senator.

LOCUST GROVE, NEAR LOUISVILLE, KY.,

January 19, 1839.

DEAR SIR: I have received your letter of the 5th instant, with a copy of the bill to provide for the armed occupation and settlement of Florida. If the plan which you propose can be carried out, the Indians may be gradually destroyed, or forced to submit; and I know of no other measure likely to rid the country of them, unless, by following the example of the British Government in their war with the Maroons in Jamaica, we employ the blood hound. The only doubt I entertain as to the complete success of the plan, arises from the apprehension that the quantity of good land south of the 28° of north latitude, is not sufficient to induce settlers to occupy it; north of that degree, the country is generally equal to the southern counties of Georgia and Alabama; but south of it the good land is confined to a few detached spots along the coast on both sides of the peninsula; and fresh water can rarely be obtained on the Gulf coast south of Charlotte harbor, even where the land is fit for cultivation. Between the mouth of the Withlacoochee and Tampa bay, there is a considerable body of excellent land; there is also good land near Tolap Kilaga; and between the Ocklawaha and St. Johns rivers, I have no doubt healthy situations for stations or residences might be found; and



as to the country north of the Withlacoochee, it is quite as healthy as the greater portion of the western and south-western States; and the whole seaboard is as healthy as any part of our Atlantic seaboard south of the Delaware. I would advise that the planters and farmers be urged to return to the plantations and farms which they have abandoned, and that the whole country north of Tampa be settled as soon as possible. The coasts of Florida afford as valuable fisheries, in proportion to their extent, as the banks of Newfoundland; and though the country south of Tampa bay affords but little inducement to the cultivator, a population sufficient to confine the Indians to the interior might find near the coast abundant support by combining fishing with cultivation. A supply of fresh water could be obtained from the adjacent islands.

The posts to be occupied by the troops must depend necessarily, upon the number and position of the settlements. There should always be a sufficient force in the neighborhood of each settlement to serve as a rallying point to the settlers, and to unite with them either for purpose of protection or pursuit. There is a small body of good land on New river; also on the Miami river near Cape Florida, which was occupied previous to the war. Ten or three hundred inhabitants might support themselves comfortably on that portion of the Territory. No part of the United States is more healthy. A light house is necessary in that neighborhood; and so valuable is the commerce that passes that part of the coast, and so numerous the wrecks in consequence of the difficulty of the navigation, that, to protect the crews and property cast on shore, the country should be settled, and military posts be established on New river, and near Cape Florida.

There is a body of excellent land near Cape Sable, the most southerly point of the peninsula, which would support several hundred inhabitants. This it would be highly advantageous to occupy as soon as possible. A military post should be established and maintained at the cape. Posts will be necessary at Indian river inlet, at the head of Indian river, at New Smyrna, and at one or two other points between the latter post and St. Augustine. A post should be established at Punta Rasa, south of Tampa, and at one or two points between Tampa and the mouth of the Suwanee; those points of course to be determined by the settlements that may be made on or near the coast. The posts across the country from the gulf to the Atlantic should not be considered permanent, but be changed as the settlements in the interior be advanced to the south. I have read the letter of Surgeon General Lawson, and agree with him generally in his views. As to the war which we have carried on in Florida, it differs not only from any ever before waged by this country, but from any other of which we have an account in history, unless the Maroon war in Jamaica be an exception. The object has been, and is now, not to be beat and compel the enemy to make peace, but to catch them. No force employed against them, either in the former or present Seminole war, no matter by whom commanded, has ever been able to catch them, and my decided opinion is, if they ever be caught, it must be with their own consent, and that consent will hardly be given until they find the white man in their way. Let them be crowded by settlers, and that which has invariably occurred throughout the whole history of our settlements will occur again; they will not only consent to remove, but will desire it as the greatest benefit the nation can confer upon them.

With high consideration and respect,  
your obedient servant.

TH. S. JESUP.

The Hon. THOS. H. BENTON,

*Chairman of the Military Committee of the Senate.*

# MEMORIAL OF THE WIDOW OF ALEXANDER R. THOMPSON.

*Late a lieutenant-colonel in the army of the United States, praying for relief.*

January 14, 1839—submitted to be printed.

*To the honorable Senate and House of Representatives of the United States in Congress assembled:*

The memorial of Mary W. Thompson, widow of the late Lieut. Col. Alexander Ramsay Thompson, of the United States army.

RESPECTFULLY SHOWETH:

That having been placed, by the Divine Providence, in a condition that renders it necessary for her to make application to the Government for relief, begs leave to present her case in such an aspect as to exhibit the propriety and justness of her claim, and thereby induce your honorable body so to favor it, that the result shall be her obtaining the aid she so earnestly solicits.

I would respectfully state, that my deceased husband was the son of Captain Alexander Thompson, of the United States army, who was an officer in the Revolutionary war, having engaged in the service of his country at the age of sixteen years, and passed, with honor and reputation, through that memorable and sanguinary struggle, which gained for us, as a nation, liberty and independence.

My late husband, his son, was a native of the State and city of New York, who also entered the service as a cadet, at the Military Academy, West Point, in the year 1810. At the commencement of the war of 1812, he was appointed a lieutenant in the army, and ordered to the north. He was at the siege of Plattsburg, and though but a youth, honorably distinguished himself. In command of 100 men, he gallantly defended a bridge which the enemy was endeavoring to pass.

His military skill and correct deportment gained for him a character for science, intrepidity, and cool deliberation, (qualities which he truly possessed,) and which bore him through the many trying situations in which he has been placed. He has continued, during a period of twenty-seven years, to pursue one unbroken course of unflinching faithfulness and devotion to the interests of the Government, to the best of his ability, passing through all the grades of service, from a cadet to the rank he held at the time of his death.

He has employed the whole of his time in practical duties in planning and erecting many of our military forts and buildings. He has also been the military instructor of the officers and troops at every station where he has been placed, as well as their moral and military pattern.

In the year 1820, when but a captain, he was in command of the 2d regiment of infantry, and it was reviewed by the honorable John C. Calhoun, then Secretary of War, and by him pronounced to be the finest specimen of American infantry he had ever witnessed.

Colonel Thompson also passed through the Black Hawk war, and rendered important service to the army operating under Major General Scott, during that trying season when the cholera reigned among our troops, and prostrated our army; and while many were terror-stricken, and fled from their duty, Colonel (then Major) Thompson marched unhesitatingly forward with his command, and crossed the country from Fort Gratiot, outlet of Lake Huron, to Rock Island, on the Mississippi.

Colonel Thompson was favored with the confidence of the Government, and high and responsible trusts were committed to his care. He has performed as great, if not a greater, amount of service than any other officer of his grade in the army. He has established posts, erected buildings and fortifications, superintended works, opened roads, made reservations for the Government, improved public grounds, settled claims, &c., &c.; in short, performed every du-

ty that could be performed by a military officer, agent of Indian affairs, or a general agent of the Government. His work may be seen from the outlet of Lake Superior, to the borders of the Sabine, and in Florida, (as affirmed by papers in my possession,) having commended at least every post on the northern frontier, and at many of those on the western and southwestern border, and in the peninsula of Florida.

He passed a year in the field on the borders of Mexico, and a continuous one in Florida, performing the most harassing and trying duties, suffering great deprivations, exposures, loss of health, and performing the duties of a brigadier or major general, during the greater part, if not the whole of that period of time, and many other duties of extra service, for which he has never received any compensation, further than his pay as major of infantry (being promoted to a lieutenant colonelcy but a short time previous to his fall.)

Here I would ask to be permitted to state, as can be proved, that of so much importance were his presence and services deemed by the department, that even during the summer recess in the Florida campaign, at the season when the commercial interests of the community were considered in such a state of embarrassment, and when what little we had was in great jeopardy, yet, on his most earnest application for a leave of absence for a period merely sufficiently long to arrange his affairs, and secure what we had from the result of such embarrassment and loss, in case of his death, (for he was then in extreme bad health, (he was denied the privilege, and told that his services could not be dispensed with. Had such indulgence been granted him, I am prepared to say that his bereaved family would not now be a petitioner to the Government, nor a supplicant at the shrine of his country's bounty.

When the campaign under General Taylor commenced its march from Tampa Bay, Colonel T. was urged by his physician to remain at that post, being considered too much enfeebled in health to continue such arduous and fatiguing duty; but he declined doing so, stating that he could not consent to abandon his regiment, or suffer it to go into action without his accompanying it, and that he would continue to do his duty as long as he could keep his seat on the saddle.

I would not wish to intrude too much upon the patience of the honorable the Senate and House of Representatives, but trust they will bear with me while I further state, that Colonel Thompson has been a great saving to the Government in the disbursement of public moneys for them on public buildings, &c.; in the settlement of private claims upon land occupied by the Government; in his strict and rigid economy, and prevention of waste of public materials; in superintending of public works; employing the men of his command, instead of hiring citizen mechanics at high and exorbitant wages; and in many other ways, whereby thousands of dollars have been saved by him for the Government.

What I have stated is no exaggerated misrepresentation; it can be proved by vouchers in the War Department, or documents in my possession.

Independent of all this, his services and conduct at the last battle, wherein he lost his life, (see Colonel Taylor's official report,) certainly entitle his family to some compensation. The surviving officers in that engagement have been buried. And did those who poured out their life's blood merit nothing but a hasty burial? See his conduct in that battle, amidst the deadly fire of the enemy, with two balls in his breast, sustaining himself with perfect composure, encouraging his regiment to their duty, and even when a third ball had pierced his neck, and he slid down, he raised himself upon his arm, and pointing with his sword to the enemy, with his expiring breath commanded his regiment "forward!"

Such was the man and the soldier whose widow now bids its year remembrance and aid, by furnishing her a pecuniary support for the remnant of her days, and commemorating her, in a measure, for the services of her late husband.

But I would respectfully notice the increased interest which the circumstances of the case will doubtless present to your honorable body. After the battle, and after the army had left the field, the graves of the dead were ravaged by the hands of cruel barbarity, and his remains, together with those of his brave companions in arms who fell with him, were disinterred, and stripped of their habiliments; and thus left exposed upon the surface of the earth until discovered by the passing troops, some weeks after, and reinterred. Through the kind assistance of his brother officers near the spot, I have obtained the remains of my lamented husband, and they now repose near those of his patriot father, at West Point, the home of his childhood, and the cradle of liberty.

It is painful to recapitulate these heart-rending circumstances. But I would make my appeal to the honorable Senate and House of Representatives, and ask—is the sword of my deceased husband brought to me, bearing the sad and painful evidence of my bereavement, and his mutilated remains, all that is returned to his family, after twenty-seven years of faithful public devotion to his country? It is indeed a sad harvest for the widow of the true soldier, who for twenty-two years has accompanied him in all his wanderings, (Florida excepted,) and been the constant companion of his toils and travels, and shared his exposures, not with a view to hinder him in his duties, but to help and cheer him on, and would have gone even to the swamps and hammocks of Florida, if propriety and duty had made it proper and practicable so to do, but it would not.

His honorable and unvarnished reputation, his crusted sword and saddle gear, are precious, exceedingly precious, to me; but when I look upon them I am sensibly reminded of my loss; and a voice from that grave asks, in thrilling accord, "What is my country's gratitude?" and must the response be, "The blood of the soldier has washed out the remembrance of your noble deeds, and purified the hearts of our countrymen!" Such must be the reply, if the appeal of the widow should prove unavailing.

Permit me yet respectfully to state, that the pay of an officer of the army is barely sufficient for his support, and will enable him to live comfortably, but no more. His family pass on with him under easy circumstances; his pay is sure, and there is no danger (as long as he squares his accounts with his means) of a non-payment of his arrears from the Government. But when he dies, then, if he has not been the fortunate heir of some deceased friend, or had the good fortune to increase his funds through speculation, then it is that his family begin to taste the dregs of that bitter cup of adversity, which has removed from them their protection and support; and they must either shrink away into obscurity, or be looked upon as "paupers" on the Government.

The present law allows to the widows of officers slain in battle ten full monthly pay for five years. The half of the full monthly pay of a lieutenant colonel amounts to \$360 a year, or about one dollar per day. Now I would most respectfully appeal to the honorable the Senate and House of Representatives, and ask them, if such a result to the family of a devoted officer, who gives himself entirely up to the Government during his life, is not entitled to something more than a bare sufficiency to pay for their bread and water? Pardon me if I, with all due respect, inquire—Is there an honorable member who may read this memorial, who could die contented, if he thought his family would have to live on three hundred and sixty dollars, and that only for five years? I am certain the response of every heart is, No!

Your memorialist would, therefore, with due de-

ference and modesty, respectfully state to the honorable the Senate and House of Representatives, that her application is founded upon the estimation in which she considers the length of service, the amount of extra duty performed by her late husband, the fact that just *rewards* have been meted to the surviving officers engaged in that battle (by conferring on them brevets) wherein her lamented husband lost his life, which battle has been considered as a *victory*, and a great advantage gained over the enemy, together with the seemingly imperative necessities of the service, which prevented Colonel T. from making a better provision for his family, when he would have done so otherwise; all seem to present an inducement for, and justify, her present application.

And she now asks most respectfully, under a high apprehension of the liberality for which the honorable the Senate and House of Representatives are so eminently distinguished in every just cause, in the confidence of hope, and in the anticipation of the kind consideration in which they will view this memorial, so mournfully induced, she would ask of the honorable Senate and House of Representatives, that they will pass a bill for her relief.

MARY W. THOMPSON.

**THE SYMPHESOMETER.**—In the course of the passage of the Royal Adelaide from London, on Monday, when off the Humber she encountered a tremendous hurricane. The Captain observed indications of its approach some time before it came on, by the operations of the Symphesometer, or new air barometer, invented by Messrs. Adie & Son, Prince Street. The fluid in this useful instrument was previously very low, being at 25; but at daybreak on Monday it fell to 27 deg. 45 min., being lower than was ever before known in these latitudes. The Captain, apprehending a severe gale, got every thing secured; and it was fortunate he did so; for about seven in the morning it began to blow with the utmost fury from N. by W. Both the sea and sky assumed a terrific appearance, and the atmosphere became so dark that it was impossible to see farther than fifty yards from the ship, so that the few vessels that were close to the Adelaide were entirely lost sight of. Soon after the hurricane commenced, the Symphesometer began to rise, which was taken as an indication of an approaching calm, though the most experienced eye could not detect any such signs in the atmosphere. The accuracy of the glass was, however, proved by the termination of the hurricane about ten o'clock, when the weather cleared up and continued fine till the vessel reached Leith.—*Edinburgh Courier*.

#### Correspondence of the United Service Journal.

PONTSMOUTH, (ENG.) Nov. 21, 1838.—The sea-mann-gunnery of H. M. S. Excellent have been practising during this month on the old Prince George (formerly the sheer hulk in this harbor, and which has been moored for the purpose near Portsmouth Lake) with the round hollow-shot now so much in vogue. It is stated that the motive is to try the different ranges, and ascertain what damage will accrue when that description of shot is fired at ship timber; they have knocked some holes in her sides, &c., and she grounded by the head in consequence; this put a temporary stop to the firing, as it took a week to pump her dry, raise, and re-moor her, for a repetition of the work. The gunnery are to commence in a few days this new and experimental system. It is stated that every vessel in the fleet is in future to be supplied with some of the guns, and that rooms are to be fitted for the shot and ammunition; certainly in ships of the line that is the case. The Illustrations, Benbow, Gangs, and Revenge, now in this harbor, have such erections. The firing hitherto has been with shot; when the live shells are to be fired at the

Prince George, the boats of the Victory and ships in ordinary are to be stationed in a proper position, with fire engines, buckets, hoses, &c., to put out the flames, should she take fire; and the carpenters are to be in attendance, and prepared to stop up the shot-holes, and make good any damage that may occur in their department—thus making themselves thoroughly acquainted in harbor with what may occur in another place. As the French, Russian, and Dutch navies have introduced into their ships the guns adapted for the large hollow shot, the system adopted on board the Excellent as a prelude to general use in the British navy, is considered absolutely necessary, and is said by competent judges to be a very proper measure.

#### ORIGINAL POETRY.

##### Lines Addressed to Lieut. Col. —, —,

Late of the Army in Florida.

"I will not trust in my bow, neither shall my sword save me."—*King David*.

Trust not, Oh soldier, to thy sword,  
Though sheer and bright it be!  
Another hand may seize its hilt,  
And turn the point on thee,  
Trust not the arrow's fatal spring,  
That brings to earth thy foe;  
Another may thy heart's blood wring,  
And lay thee also low.

Could'st not in thy noble steed,  
With hot war-temper gird,  
Who, in thy utmost hour of need,  
Thee, from his back may lift.  
Repose not in that ready skill,  
Which science gives her son;  
She teaches man his foe to kill,  
And lauds the deed when done.  
But thou, when duty calls thee forth,  
To aid thy country's cause,  
Take to thy breast the Christian's shield—  
And seek for Heaven's applause.  
A thousand at thy side may fall—  
Ten thousand near thy rear;  
But thou canst ward off shaft and ball,  
And point of polished steel.  
He'll aid thee to perform thy part,  
And give thee needful skill;  
He'll guard thy form—protect thy heart,  
If such His holy will.

But, if so be—that dangers press,  
And death should come to thee;  
Remember Christ, thy Righteousness,  
Thy crown of victory.

M. W. T.

##### THE TROOPER TO HIS DEAD HORSE.

Thy earthly course was bravely run,  
And thou art dead, my noble steed!  
The duties of a friend were done,  
Thou wert the soldier's friend indeed!  
That flashing eye, that lofty head,  
Are dim, and spiritless, and dead,  
And stiffened are thy limbs of speed.

Oh! if the bugle's thrilling blast,  
With war's enlivening influence rise,  
Could usher back the moments past,  
And raise the slumbering dead to life,  
How quickly wouldst thou prance again,  
And limbs, and nerves, and sinews strain,  
To taste the raptures of the strife!

Farewell my steed, the western storm,  
With music harsh, and sad and drear,  
Will whistle o'er thy mouldering form,  
And howl its anthem o'er thy bier;  
The panther's fangs shall harm thee not,  
The prairie wolf shall pass the spot,  
Too noble game for him lies here.

K.

FOR RENT.—The office at present occupied by the subscriber, on 17th street, adjoining the Pension office. Possession given immediately.  
Feb. 7—t

B. HOMANS.

## WASHINGTON CITY;

THURSDAY,..... FEBRUARY 7, 1839.

**ARMY OFFICERS' WIDOWS.**—In publishing the memorial of the widow of Col. A. R. THOMPSON to Congress for relief, we are forcibly reminded of the inadequate provision made by law for the support of the families of such military officers as may be killed in battle, or die of wounds, or disease contracted in the line of their duty. The allowance of half pay for five years, not renewable, is by no means sufficient for a widow who may be without children; but for those who have children to support, it is entirely inadequate. "Time, that wears out the trace of deepest anguish," may pass with its soothing hand over their griefs, yet it will not alleviate the pangs of poverty, or furnish the means of subsistence.

The officers of the army do not possess the advantage—enjoyed by those of the navy—of a fund, the interest of which can be applied to the aid of their widows and orphans; yet are they none the less entitled by merit and services to the paternal care of their Government. If an officer loses his life in the service of his country, what matters it whether it be on the land or on the ocean? They are equally the defenders of her rights and honor, let them belong to which arm of the service they will; and the country owes them a debt of gratitude, which it should not be slow to repay. The maxim that "he gives twice who gives quickly," is as applicable to Governments as to individuals, and is mournfully appropriate in the cases of officers' widows. The tardy justice of Government may come too late to benefit the afflicted, and save the sufferers from want.

When objections were made, a few years since, to the formation of a Provident Society, it was remarked that all who chose to guard against the casualties of service and the uncertainty of life, might do so by an insurance on their lives, which could be effected at a moderate premium. But such are the risks attending men in military employ, that the premiums are much enhanced. It is not every one who will take this precaution, hoping and trusting that the necessity for it is remote; and even should they insure their lives for one year, the facilities for renewing the same may be beyond their reach.

By a law of land, the equity of which we could never discover, property captured from the enemy by an army accrues to the benefit of the Government; while that taken on the high seas, if the vessels are of equal force, belongs wholly to the captors; or, if of unequal force, one half goes to the captors, and the other half to the creation of a fund for providing pensions.

Congress having failed to make any such provisions for the army, and the fund for the navy having accumulated to a large amount, it would seem equally incumbent upon that body to supply the omission without further delay.

Commander W. A. SPENCER is ordered to the Warren.

Commander FRENCH FORREST has been transferred to the command of the U. S. ship St. Louis, now at New York, preparing for a cruise in the Pacific.

**CAPTAIN I. MAYO, OF THE U. S. SHIP FAIRFIELD.**—In our paper of the 29th March, 1838, an article was copied from the New York Courier, stating that an American brig having forced the blockade of Bahia, it was rumored at Pernambuco that she had received assistance in the attempt from the Fairfield, and that, in consequence, a Brazilian officer had challenged the captain of that vessel.

We had no means of knowing whether the report was correct or not; it was published as the news of the day, on the credit of the paper in which it originally appeared.

Since the return, however, of Captain MAYO to the United States, we have understood that the report of a challenge having been sent to him by a Brazilian officer was entirely false.

In a letter to a friend in this city, he says: "I cannot account for the report made by the master of the Black Warrior, unless it was from the circumstance of a Brazilian sloop of war having hove to, at the time I gave protection to the American ship Branda—as it might appear for me; I stood out to her, for which I was reported to the Imperial Government at Rio, as wishing to offer her battle. The correspondence can be found in the Department of State or Navy."

The following documents have been handed to us, and are inserted with pleasure, in justice to Captain MAYO.

To Captain MAYO,  
of the U. S. ship Fairfield:

SIR: I transmit you a translation of a paragraph extracted from the Journal de Commerce of the 21st inst.

Yours respectfully,

JOHN S. WRIGHT.

RIO DE JANEIRO, May 26, 1838.

[Translation from the Portuguese.]

The commander of the American corvette, Fairfield, now in this port, requests us to declare that the following notice given by an American paper is entirely false:

"The Captain of the ship Black Warrior, that left Pernambuco on the 22d of January, states that the city of Bahia was blockaded by a Brazilian squadron, and that an American brig, assisted by the corvette Fairfield, forced the blockade, and in consequence of which a Brazilian officer sent a challenge to the commander of the corvette."

Extract from a notice given at Bahia, relative to the blockade, &c., of that place.

"There are others at whom the finger of scorn is to be pointed; it is he who made that false and scandalous report to the Government at Rio; it is the fabricator of that report, whoever he may be, that I wish to expose to all honorable men."

I. MAYO,  
Commander U. S. navy.

Bahia, March 22, 1838.

We learn, by private letters from St. Louis, that the Court of Inquiry in the case of Colonel J. B. BRANT, Quartermaster, was still in session on the 24th ult.

The U. S. steam ship *Fulton* was lately the means of saving another merchant vessel from shipwreck, and towing her into port. It being ascertained that a brig was in distress off Rockaway, L. I. beach, Commo. RINGELEY immediately despatched the *Fulton*, under Lieut. West, to her relief. She started at 10 P. M., on Sunday, the 26th ult., reached the brig and took her in tow at 8 A. M., next day. She was found to be the brig *Borlino*, Capt. Chase, from St. Marks, loaded with cotton, and bound to New York; had been twice blown off the coast, and cut away her foremast to save her from going on shore.

Every year's fatal experience should warn us of the importance of having always ready in all our large harbors powerful steamboats that may be sent to succor vessels in distress. The winter season more particularly is destructive to merchantmen and the lives of those on board. The mere saving of property would compensate for the expense of keeping steam vessels ready for service, without taking into consideration the number of lives that might be preserved, and the suffering from exposure that might be avoided. Humanity and policy alike dictate the measure.

"*Pon. Doc.*,"—These cabalistic words, so well known at all our post offices, indicate a species of intelligence very difficult to be procured in this city, from which they originate and are distributed to the remotest section of the Union. Although so abundant as to be sold for waste paper, at three or four cents per pound, after the close of every session of Congress, yet at the only time when they may be considered as truly valuable, they are not to be had, except by personal attendance at the Capitol, and application to members for spare copies. This course would consume too much time, required for other purposes; and were it not for the courtesy of a few members who occasionally send us documents through the post office, and such as we find in distant papers, we should be enveloped in darkness with regard to a large portion of the doings and opinions of both Houses, as set forth in their Reports, Bills, &c.

It has ever been one of the objects of this paper to republish the most important and interesting of these reports, and give an epitome of others, for the information of those who have no friends here to supply them with copies from the public granary; but really the extreme difficulty of getting possession of any has nearly thwarted this useful object. It is impossible to purchase these documents from the printers, or we would willingly do so, at almost any price. We offer this as an excuse to our professional friends at a distance, for the failure to enrich our columns more frequently with documentary matter.

Gen. EUSTIS, of the army, and Commo. SUBBRICK, of the navy, arrived at Norfolk on Wednesday 30th ult., in the steamboat from Baltimore.

On Thursday, Commodore SUBBRICK hoisted his broad pennant on board the *Macedonian*; she was expected to have sailed on Sunday for the West Indies.

The following promotions and appointments in the Navy and Marine Corps, have been made by the President, by and with the advice and consent of the Senate.

JONATHAN M. FOLTZ to be a Surgeon in the Navy from the 8th December, 1838.

JARED L. ELLIOTT to be a Chaplain in the Navy, from the 13th July, 1838.

PETER G. CLARK, to be a Chaplain in the Navy, from the 3d October, 1838.

WILLIAM B. SLACK to be a Second Lieutenant in the Marine Corps, from the 28th January, 1839.

DRY DOCK, NEW YORK.—After the publication of the letter from the Commissioners of the Navy, dated 21st February, 1838, respecting "the site for a dry dock in the waters of the harbor of New York," a letter was addressed to the chairman of the committee on Naval Affairs in the House, in reply thereto, and setting forth the advantages of Kill-von-Kull. This letter was not printed; but having procured a copy, we now insert it, that those to whom is confided the power to select the site, may see the arguments adduced in favor of the several positions for such a work.

We learn from the proceedings of Congress that memorials have been received from officers of the line of the army, asking for an equalization of their pay with that of the staff corps of the army, which was raised by the act of the 5th July, 1833—i. e., the officers of the corps of engineers and the ordnance department.

The claims of the officers of the infantry and artillery arms of the service, constituting as they do the main body of the army, well deserve, and doubtless will receive, that consideration by the Government, which justice and their valuable services demand.

On reference to Doc. 303, H. R., 25th Cong., 2d. Ses., page 6, it will be seen that this subject was incidentally, but forcibly, brought to the notice of the Chairman of the Committee on Military Affairs, by the Adjutant General of the army, during the last session of Congress. In his letter of the 29th March, to the Hon. Mr. McKAY, Gen. JONES appropriately mentions the case of the artillery and infantry officers, and in their behalf asks the consideration of their just pretensions. The following extract, having a direct bearing upon the subject of the memorialists, we deem it useful now to publish. We shall seize the earliest opportunity to publish the document in full, as it contains some interesting historical information relating to the army.

Before closing this letter, permit me, sir, respectfully to repeat what I have more than once thought myself justified in mentioning to you and other honorable members of Congress, in behalf of the reasonable pretensions of the commissioned officers of the *artillery* and *infantry* regiments. I refer to the exception given in their exclusion from any participation in the proposed increased rates of pay, &c., which the army bills, recently reported, provide for other officers of the existing establishment. All the reasoning which can now be urged in favor of an advance of pay to the officers of the Engineer and Ordnance departments, admitted to be just and cogent in consequence of the enhanced expenses of living since the present rates were established,

and at least with equal force to those of the artillery and infantry. The small increase proposed for this class, but denied to the others, is a pecuniary point of view, and, perhaps, to be regarded by those most concerned, though as a measure of unequal bearing, tending to manifest (if not intentionally) inferior pretensions.

The excluded class consists of the officers of the army whose more active areas of service, employed for the most part on the frontiers, at isolated stations, and in the field, subject to generally to greater hardships and privations, being habitually most exposed to the vicissitudes of climate, and often to the perils of Indian warfare. In support of the correctness of the remark, we may appeal to the testimonials of the living and the dead—to the graves of the twenty-three commissioned officers of the artillery and infantry who have fallen in the Florida service, and the eleven wounded and disabled in battle.

I shall be pardoned, I trust, for this digression. In venturing, respectfully, to refer to the just claims of the artillery and infantry officers, I feel assured the motive will be, in any result, rightly judged by you.

I am, sir, very respectfully, your obedient servant,  
R. JONES, *Adj't Gen.*

Hon. J. J. McKay,  
*Chairman of Com. on Mil. Affairs, H. R.*

#### ARRIVALS AT WASHINGTON.

Jan. 31—Lieut. W. Frazar, 3d regt., Full-rs.  
Lieut. J. H. Eaton, 3d Infy., do.  
Feb. 5—Col. S. Thayer, Corps Eng'rs, do.

#### LETTERS ADVERTISED.

WASHINGTON, Feb. 1, 1833.

ARMY.—Capt A. Caldwell, Capt W B Gibson, Lieut J F Johnston, Lieut A T Lee, Lieut M S Miller, 5, Capt W Maynard, Major M M Pavy, Dr B Randall, Capt A J Swift, Capt BA Terrett, Capt D H Vinton, Major Henry Wilson.

NAVY.—Ensign Cox, W M Caldwell, 3, Commo J D Elliot, P Mid A F V Gray, Lieut W H Gardner, P Mid R E Hoce, Lieut T J Manning, 2, Dr C D Maxwell, Lieut L M Powell, Lieut S C Rowan, Lieut J M Rowan, Com W A Spencer, Lieut Charles Turner, P Mid G J Wyche, Capt Wilkinson, 2.

MARINE CORPS.—Col CR Broom, Lieut J C Rich.

NOFOLK, Feb. 1, 1833.

NAVY.—Commo, Shubrick, 4, Capt Turner, 3, James D Elliot, Capt Smith, Lieut J Glynn, J [S] Paton, N-ville, 2, H Wysox; Des Bary, Bomster, and Green; Parsons, Ensign, 2, and Sawyer, 2; Prof Coffin, Mid Fleeg, Gray, A-koon, Bartlett, Wilson, and Murphy.

MARINE CORPS.—Capt John Harris, Lieut BE Brooke.

UNPAID LETTERS REFUSED.—Dover Mills, Va., Feb. 2: A package, marked "our newspaper," Buffalo, Jan. 25—50 cents.

#### PASSENGERS.

NEW ORLEANS, Jan. 23, per steamboat W. L. Robinson, from Randolph, Capt Bouquerie, Lieut. Greene, and 44 privates, 7th Infy., U. S. A.

#### COMMUNICATIONS.

##### DRY DOCK—NEW YORK.

PATERSON, March 9, 1833.

SIR: I beg you will present to the committee the following remarks on the report of the Commissioners of the Navy to your committee, on the location of a dry dock in the vicinity of New York.

The position of Barn island is, by this report, put wholly out of the question; it therefore remains to consider only the relative advantages of the present navy yard at Brooklyn, and the site at Kill van Kull. Before proceeding to this investigation, it may be premised that the objection to Barn island may be set in a stronger light, and the only superiority it is considered to possess shown to be futile. The approach to it is attended with much more difficulty than seems to be set forth; for from the southern point, by the reef which projects from Blackwell's island to the entrance of Harlem river, there is no safe

anchorage whatever. Its defence would, in the eyes of military men, appear to be the worst, instead of the best of the three positions; for an enemy may land outside of the works at Frog's point, and within four miles of the bank of Harlem river, whence the proposed site is within rocket range.

As to the comparative ease of access of Kill van Kull and the present navy yard, it is admitted in the report that the latter might be reached "a little less soonest;" but it is not stated that a single flood tide will always bring a vessel from the Hook to Kill van Kull, while two will be frequently necessary to take a vessel out to the Wallabout, making a difference of six or eight hours. The relative ease of getting to sea is not stated; it is therefore necessary to notice the fact, that a heavy ship may leave her fasts at a wharf in Kill van Kull, and proceed to sea with a N. W. wind, which cannot be done at the navy yard.

With respect to ice, the obstructions are much less in the Kill than at the present navy yard. The entrance to the East river has been wholly obstructed for several days during the present mild winter, whilst that of the Kills has not been obstructed for a single hour. The East river is exposed to the whole drift ice of the Hudson, which is swept into it from the bay at every tide. None of this enters the Kills, and none can reach it, except from the peaty streams, the Passaic and Hackensack rivers.

From the extension of the city of Brooklyn and the village of Williamsburg, the only strong ground on Long Island has been laid out in lots, and the best line of defence which remains, could not be occupied, except by a large army. On the other hand, the ground on Staten island is natural'y of the greatest strength; and were the north or summit of the range of hills occupied by a fortress, the shores of the Kills might be rendered inaccessible to any force not prepared to lay siege to it. This fortress would be capable of definite defence unless the pass of the narrows were forced, as it would until then receive supplies by the bay, and even if invested by land and water, it could make a very long resistance, as the ground on which it would be erected is beyond the reach of the rockets.

The protection of the city of New York from an attack by sea, now rests upon the pass of the narrows; and the late collected for such a purpose would find the protection of a covering fortress on Staten island in the direct line of its operations; such a fortress would indeed be necessary to secure its communications.

No difference of moment can exist between the facility of procuring stores and materials from New York. In both cases they must be transported by water; and as the difference of passage by steam boats is but a few minutes, and the loading and unloading is the most dilatory part of the operation, in either case the former difference can hardly enter into the calculation. As to the communication with New York by row boats, that can be of no value to the service, however convenient to the officers, and is now but rarely resorted to in any case at the present navy yard.

No difficulty need be apprehended at Bergen port in respect to the proper accommodations of mechanics and workmen. The company will, for its own sake, erect houses so soon as the site of the dry dock is determined upon; and the rents must be far less than at Brooklyn, where the value of property is now so much enhanced. The cost of living will be also less at Bergen port than at Brooklyn, as it is within reach of a more fertile and extensive country, the outlet to the Morris canal, and the New Jersey rail road. A population will create a market, and for these reasons there can be no risk of the mechanics' being exposed to so great dependence on the public establishment for subsistence. It may, in addition, be remarked, that such is the convenience of

the arrangements proposed in the plan of the engineer employed by the Secretary of the Navy, by which every shop, store, and ship house is accessible by water, the Government could afford to pay for all man-labor one third more than at the present navy yard.

The disadvantage of the position at Brooklyn, growing out of the want of sufficient space, which is admitted in the report, is enhanced by the absolute impossibility of extending the water front. This objection cannot apply to the Kill von Kull, for the site proposed in the report of the engineer, and which, from its being equal to that of the greatest naval arsenals in Europe, was judged by him sufficient for the greatest desirable extension of a dock yard. If it be thought too small by the Board of Commissioners, hundreds of acres in the vicinity, possessing water front on the harbor of the Kill, may be obtained at a tenth part of the price of land in Brooklyn.

It is, however, believed that the reported plan includes every accommodation which would be required to keep on foot a fleet of thirty sail of the line, with the necessary proportion of frigates and smaller vessels. The site at Brooklyn cannot at best afford room for more than a single dry dock; the plan proposed for Bergen port includes four. The Board is in error in stating that the greatest part of the position at Kill von Kull is salt marsh; so far from this, the firm ground rises in places, more than thirty feet above high water mark, and by the estimate of the surveyors employed in laying out Bergen port as a town, affords sufficient cutting to fill up all the space which must be docked out in order to reach the channel. In the plan of the engineer employed by the Secretary, the excavation of the pond for masts and timber, and of canals, will add to the supply of earth; and if you examine the maps you will find but a small portion of marsh reserved for embedding the timber therein, as is practised at most of the navy yards.

Had the navy yard at Brooklyn been sold at auction, it would not longer than a year ago, have brought one million of dollars. This would have paid for the land at Bergen port, and the whole expense of removing the establishment. If, at the present moment, it would be less saleable, still the price it might fairly be expected to bring would reduce the cost of the establishment at Kill von Kull below that which would be required even for a limited extension at Brooklyn.

The vessels lying in the basin at Bergen port would be wholly out of the ordinary track of common navigation; this would include all undergoing repair or equipment, until it became necessary to take in their guns and water; and even all in the latter state except ships of the line. For the latter, there are seven good berths at Kill von Kull, along the quay, and out of the way of navigation; while at Brooklyn there is but one, and no room to form more. There would be also there, more berths for the largest ships, with all their equipment on board, within the basin. The objection made for this reason by the Navy Board of Commissioners, falls to the ground, at least as respects comparative advantages.

It is believed that the advantages set forth by the Navy Board as applicable to the present navy yard in consequence of its being in the bend of the river, with a channel in front of it, have now, in a great measure, ceased to exist; and that in consequence of the wharves erecting at Williamsburg, they will be wholly destroyed. The current by which that channel was formed and kept open has been cut off by these wharves, and the channel is rapidly filling up. In support of this position, it may be stated, that it was necessary to dredge a channel for the Ohio, from the place where she lay in ordinary to the shoars; and that after taking in her guns at the

shear wharf, it became necessary to land them before she could be worked into the East river.

The store-houses at Brooklyn are of little value, and could be replaced for far less than their original cost. One of them, in which a vast amount of public property is stored, is in a position of extreme danger, being immediately contiguous to sheds in which turpentine is habitually stored. It is, also, well known to the officers on the station that the public property is continually pilfered, in consequence of the facility afforded for entering the grounds, by the fact that the wall is a common boundary between it and the numerous tenements, inhabited by a population of the worst description. The ship-houses, being frame buildings, can be removed and set up again at a small expense; and as the dry dock will occupy more time in construct it than would be required for all the other necessary buildings, it cannot be in fairness urged that its use might be delayed for want of them.

The report of the Commissioners admits, in conclusion, that the extension of our naval force, material alterations in its character, and other causes, may render it expedient hereafter to establish other and larger navy yards on the East and North rivers. This admission may be considered and urged as absolutely conclusive against the site of the present navy yard, when compared to that of Kill von Kull; for it is believed that the plan proposed by the engineer of the Secretary, will suffice for the accommodation of the whole business of the Navy Department in the harbor of New York, even in the case of a war with a powerful and neighboring maritime nation. But should the plan not be conceived sufficiently extensive, the present moment is propitious for obtaining the command of miles of water-front on Kill von Kull. It may, however, be reasonably questioned whether such monopoly would be expedient beyond a space which will include every requisite convenience, as space must be left for the accommodation of the population which a dock-yard will draw around it, and for their access to navigable waters. The probable need of other dock yards to supply the defects of the present one on the waters of the Hudson river, is not so objectionable on the score of immediate expense as from the consideration that such separate establishment will require its own set of officers; and thus not only will the annual appropriation for their support be enhanced, but all concert of action in cases of emergency will be prevented.

It is not saying too much to assert that this last paragraph in the report of the Navy Commissioners must be received as a statement from the highest possible authority, that the dock yard at Brooklyn, although it may be made to subserve the purposes of a peace establishment, will be only an accessory in case of a war. Should that arise, therefore, it will be necessary to create, at the instant of emergency, a new and complete establishment in a different position. In the plan of the proposed dock yard at Bergen port, there will, on the contrary, be found room for every object which can possibly be required in periods of the greatest activity of maritime preparation.

All which is respectfully submitted to the consideration of the honorable committee on naval affairs, by order of the associates.

I have the honor to be, &c. &c.,

JOHN TRAVERS.

Hon. CHAIRMAN of Committee on Naval Affairs,  
Washington.

#### NAVAL DISCIPLINE.

In reading the correspondence of that distinguished British officer and seaman, Vice Admiral Lord Collingwood, among many striking passages contained in his letters to the Admiralty, evincing the high estimation in which he held seamanship in officers, to

qualify them for usefulness in command, are the following:

"Some of the younger captains, endeavoring to conceal by great severity their own unskillfulness and want of attention, beat their men into a state of imbecillitation; that such vessels increased the number, but diminished the strength of the fleet."

On another occasion, he applied to have a line-of-battle ship withdrawn from his command, although his fleet was inferior in force at the time to the enemy he was blockading; saying, "*I shall consider the squadron as much strengthened by her being withdrawn from it.*" Now this may appear, to those unacquainted with the subject, as paradoxical; but nothing can be farther from it. A ship without proper discipline, the consequence of her being in unskillful hands, is a great injury to the squadron, not only by the evils resulting from her pernicious example, but the danger to be apprehended on dark, blowing nights, squally weather, or sudden and violent shifts of wind. At such times, when skill and discipline are essential to safety, a badly conducted ship causes much anxiety, and not infrequently fatal consequences, as no conception can be formed on board the other ships as to her position. She may be "run down;" or "run down," in spite of every precaution on the part of others, however skillful, at night. Of one thing only respecting her you can be certain, namely: that she is not in her station. In action (particularly in line) a vessel of this description would not be enabled to sustain her part, (whatever might be her courage,) and would in all probability cause confusion by embarrassing others in the performance of their duties. Should manœuvre be necessary, such result would be inevitable, as a want of skill (in commanders especially) will produce the same injurious consequences.

The importance of seamanship in officers, to render their ships effective, must be evident; and no other qualification, however desirable, can in time of trial compensate for a deficiency of this all-important acquisition to a naval officer. It must also be evident that an uniform system of discipline, established in a navy, would be productive of the happiest consequences; it would do away at once the inquietude and dissatisfaction always created in a squadron by the various standards of discipline erected by different commanders. It is probable, however, that errors prevail, even at this present day, as to what constitutes this great desideratum. Some may fancy that it is to be attained by, and even consists in, severity to the crew; and that frequency of punishment bespeaks strict discipline. If so, there can be no greater mistake, as the very reverse of the proposition is the fact. Where there is discipline, punishment is very rare. It is true, when a ship is first commissioned, with a crew entire strangers to the officers and each other, irregularities calling for correction must be expected, and should be met at once with prompt punishment; particularly as much depends on first impressions. It is the time selected by the crew to "feel the captain's pulse;" that by its indications they may square their conduct for the cruise. Much also depends on the manner in which punishment is inflicted. Now, as there is but one person on board, in whom the power of infliction is invested, it is necessary that he should attend in person, whenever the painful duty is to be performed. The officers and crew should be assembled, with all the formal parade of a public and important occasion; the violated law should be read to the delinquent, in a serious and emphatic manner; in short, the whole ceremony should be conducted with the greatest solemnity, to render it at once salutary and impressive. Seamen are not without discernment; they will soon discover from such a course, invariably pursued, that their commander is governed by principle, not passion; that in awarding punishment, he is discharging a duty in accordance with the law, which requires

him "to bring to punishment all offenders." This once established, the most hardened will be cautious not to transgress; for I hold it a truth, that it is the *certainly*, not the *frequency* of the punishment that deters crime. On the contrary, where a vacillating course is pursued, and a commander only punishes when in a passion, and even delegates a power to others which is only vested in himself; where men are "tucked up" for every imaginary offence, at every one's will, without ceremony—I say such a course only tends to irritate a crew; they lose all pride, become perfectly hardened, until at length they manifest by their conduct, as nearly as they can without overt acts of mutiny, open defiance.

The proper course for a commander to pursue, in order to preserve a proper discipline, is that pointed out by law, which in the first place requires him "*to show in himself a good example of virtue, honor, patriotism, and subordination*"; and to be vigilant in inspecting the conduct of all such as are placed under his command; and to guard against and suppress all dissolute and immoral practices; to correct all such as are guilty of them," &c. &c. In performing these duties, his manners should be free from passion; at once mild, but immovably firm; punishing wilful offences, invariably and legally; and, on the other hand, encouraging and rewarding the meritorious, so far as in his power; meting strict and impartial justice to all, without respect to persons; extending every indulgence, conducive to health and comfort, consistent with the good of the service, the "*summum bonum*" of which is efficiency, always the result of discipline. His deportment to the officers should be polite and gentlemanly; (gentlemen, of course, are never familiar;) his intercourse with them in his apartment should be without other restraint than that imposed on society by good breeding; on deck he should always be the officer, and never for a moment forget his rank. The young midshipman he should consider entitled to his paternal care; they should have the benefit of his *example* as well as precept; he should warn, admonish, and, if necessary, punish, but always from a sense of duty, which by the manner may be distinctly understood. On board a ship so governed, young men, however thoughtless, will not wantonly fly in the face of authority, especially when it is known that the disgrace of punishment is inevitable; and that they will moreover incur the displeasure of a commander whom they respect. In short, the laws enacted by Congress, for the "better government of the navy," are sufficient, if duly observed and enforced, to support a proper discipline; and none should command but such as are careful to obey, in the first place by "*showing a good example.*" &c. &c. By these means alone can a wholesome discipline be maintained.

To sum up all in a few words, a commander, to render his ship in the highest degree effective, should be a seaman; well versed in every branch of his profession; of established moral character and gentlemanly deportment; then, and then only, can he with strict propriety enforce an uncompromising discipline, and becoming manners; and in proportion as these qualifications are possessed and brought into exercise, so will discipline, happiness, and efficiency, prevail.

To the young and aspiring I would say, your first object should be to acquire a knowledge of *practical seamanship*, and the sciences connected with the profession; obtain a knowledge of both, and do not neglect the one for the acquisition of the other; it is the compound that forms a valuable officer. The accomplishments that are merely ornamental need not be neglected; but being of secondary importance may be acquired as leisure presents. There are those who, having no taste for the profession themselves, advise a different course; but experience will teach you that seamanship is of more avail to a naval officer



than music or dancing. Your first object should be to figure on the quarter deck, which will not unfit you for the drawing room. An unsullied moral character, as indispensable to advancement, must be preserved, and a habit of strict subordination acquired. An early lesson to be learned (however difficult the task) is to obey; this duty must be performed with promptitude and cheerfulness. From the lowest to the highest grade is a long and weary distance; all a desire to attain it must prepare for a "long pull," and they will in all probability react the sum of their wishes; but without these preliminaries, none need hope to succeed.

SIGMA.

#### QUESTIONS FOR A MILITARY BOARD.

MR. EDITOR: It is very much to be regretted, that the Board of Officers, recently in session at Washington city, for the consideration of questions of rank, &c., should have adjourned at so early a day; for it has deprived us of their views touching various matters which might, and no doubt would, have been submitted to them, had they occurred to the "powers that be," at the time the Board was in session. A few queries have occurred to me, as worthy of consideration, and I request you to publish them, with the hope that they will be laid before any future Board, which may be convened for similar purposes.

1. Ought persons, once cadets at the Military Academy, and dismissed the same for misconduct, (such as desertion, &c.) or for incapacity, to be appointed in the army? If so, before or after the graduation of the class to which they once belonged?

2. Ought persons, who have left the army to follow civil pursuits, to be appointed to higher corps, with advanced rank, to the detriment of officers who remain at their posts, in the performance of arduous duty, when most needed by the Government?

3. Can a person be placed on the list of *employés* (whether his services be needed or not by the Government) for the sole purpose of being rendered eligible to an appointment in a new corps, the law for the organization of which contains certain requirements? Would it not be violating the spirit of the law?

4. Ought four of the seven officers of the Adjutant General's Department to be stationed at the Head Quarters of the army?

5. Would it not be advisable to move the Head Quarters of the army from Washington, forthwith?

6. In making appointments to new corps, ought public or private interest to be consulted?

7. For what should *brevels* be conferred—grumbling disobedience of orders, boasting and trumpeting—or for gallant and faithful services, military deportment, and industry?

*Or the crooked little fellow that asks questions.*

#### FLORIDA CAMPAIGN—1837.

EXTRACT FROM THE JOURNAL OF A LATE FIELD OFFICER.

January 24—"Early this morning a scout of mounted men and Indians, under Lt. Colonel Carl field, was sent out in search of the enemy, and at about 1, P. M., joined the main body, having killed the chiefs Cooper and We-a-Chauley, the son of the former, and an Indian Doctor.

"They took 16 prisoners, consisting of the families of the slain, and some negroes who were with them.

"My heart bled for two of these recent widows, when I saw these prisoners; they were on horse back, each with a little child on her back, and another at her breast; and when I remembered that the sun rose upon them with peace in their cabins, and in company with the husbands of their youth; but ere the moon had arrived, they were here and desolate, and their children fatherless. The grief and distress of these two female inhabitants of the forest were apparent to the slightest observation, and few

could look at them without pity and commiseration. Surely, Christians should pray for those happy days to arrive, when peace shall be on the earth, and men shall dwell together as brethren.

Cooper was brother-in-law to Mi-can-opy, and the immediate commander of the negroes, and conspicuous for his cruelties and courage. I saw his bleeding scalp in the hand of his conqueror, a *Creek warrior*—it was nearly oval in shape, about two and a half inches long, by one and a half broad, and the hair formed two braids. The scout had one of our Creeks mortally wounded, by one of the hostiles who were killed. They brought the wounded man into camp, on a litter made of poles, and placed him under a tree to die, where he lay perfectly comatose, as we continued our march. He was attended by two of his kindred, who were waiting on him till nature should dissolve, when they would give him the quiet funeral rites of the warrior, and then go and seek their revenge of his enemies. The dying man appeared calm and thoughtful, and had his finger in his mouth, as it he required silence; and perhaps was thinking of the land of the warrior, who dies in battle, where his hunting grounds would be filled with game, and where he would always have a blue sky. He was shot in the breast, and his blood seemed to flow inwardly.

"We passed a number of beautiful lakes, and tho' the land was pine barren, yet I could not help thinking that it was just such a country as the Indians would grieve to leave; and when I reflected that it had been the *Seminole's* for untold centuries, I pitied the red man, and could feel for the hardness of his lot."

#### DOMESTIC INTELLIGENCE.

##### FLORIDA WAR.

ST. AUGUSTINE, Jan. 24.—We learn by the arrival of an officer of the army from Fort Butler, last evening, that a detachment of three companies of dragoons, under Capt. Lloyd J. Beall, left Fort Butler on a scout of seven days, and returned on the 21st, having captured 16 Indians. When near the Ah-pap-ka Lake, he discovered an Indian trail, which he followed up until he lost it, and halted. In a short time he heard a rill, and on looking up he saw a turkey fall from a tree about 150 yards distant. His men were instantly extended and moved rapidly forward, when he succeeded in capturing the 16 Indians—two men, two boys, and the rest women and children.

Capt. Beall's company has left for the Okefenokee swamp.

From the same source we learn that on the 20th a party of 5 Indians, near Fort Blum, fired on a wagoner while with his team, and severely wounded him in the breast, but not so severely as to prevent escape. In the wagon were a few bags of oats and rum; the latter they endeavored to carry off, and, probably from flight, they were obliged to leave, after conveying it about 100 yards. The oxen in the wagon were left unharmed. On the 21st, Captain Tompkins came up with their camp and captured the entire equipage; the Indians effected their escape.—*Herald.*

Posts, we understand, are to be re-established at Fort Pierce, (Indian river,) Fort Lauderdale, and Key Biscayne. Active preparations are making for that purpose.—*Id.*

COL. ARMISTEAD.—Mr. Purnell, from the Committee of the Senate, to whom was referred the Resolution of the House of Delegates, relative to procuring and presenting a Sword to the son of this officer, on Tuesday last made the following report thereon, which was subsequently approved by that body, and the resolution returned to the House "disseminated from" for the reasons therein assigned.

The Committee to whom was referred the resolution authorizing the Governor to procure and present a sword to C. Hughes Armistead, in testimony of the high sense the legislature entertain of the gallant conduct of his father, the late Col. Armistead, submit the following report:

The committee have thought it their duty to enquire into the usage of former legislatures, in regard to similar cases, and to report the result of that inquiry to the Senate. Entertaining a high sense of the gallant conduct of Col. Armistead, and of all who were engaged in the defence of Fort Mifflin, we yet believed that the Senate would not be disposed to establish a precedent in this case. No expression of opinion on the part of the legislature can add to the reputation of the commanding officer, on that occasion. But the committee are of opinion, that the present practice of bestowing such testimonials by the legislature, is of doubtful propriety. Maryland has many sons who have distinguished themselves in the service of their country, and merit the highest rewards of the State. To them and their friends, it would appear as if the legislature had undervalued their services, by singling out an officer as more meritorious. These suggestions are made for the purpose of showing that we should not go beyond the rules upon which former legislatures have acted.

No case has come to the knowledge of the committee, in which a similar honor has been conferred, upon other than native Marylanders. The State not only manifests her admiration of the officer, but exhibits also a State pride, in claiming him as her son. Such is also the usage in other States, and it is believed that the State of Virginia has already bestowed a sword upon Col. Armistead, who was a native of that State. Nor has any case come to our knowledge, in which a similar distinction has been conferred upon the descendants of any officer—nor does the committee think it should be done. We have therefore, in coming to a conclusion, brought the case within general rules. We have not thought it necessary to inquire into the merits of this individual—but, yet, to prevent misconception, we have thought proper to express our entire concurrence in the high opinion of his conduct, expressed in the resolution. His memory will be held in grateful recollection, and the highest respect and veneration by the community, in whose defence he fought." *Annapolis Republican.*

**THE U. S. BRIG CONSORT.**—There have been so many stories printed about the Consort having been fired into by the French squadron, off Vera Cruz, that we have thought it worth while to find out the facts, and they are as follows. As the Consort was standing for the port of Vera Cruz, a shot was fired ahead of her by one of the French ships. She came to and demanded an explanation, when the French commander declared that he was not aware of her being a national vessel, and made the most full and satisfactory apology to the Lieutenant-Commandant, Grinnell, of the Consort, but also took the pains to send an explanation to the Commandant commanding the American squadron, and to the American Consul. Every thing was done by the French officers which could possibly have been desired.—*New York Journal of Commerce.*

#### From the *Pennsylvanian*. STRAITS OF MAGELLAN.

We are indebted to the attention of a friend for the subjoined letter from Captain McKEEVER, of the U. S. navy, giving the details of an attempt made by him in November, 1837, to pass the straits of Magellan in the ship of war *Falmouth*. The circumstances of this effort possess interest for a number of our citizens. To those having business connections with the ports of the Pacific, it affords information that may be useful, for the writer discusses the relative advantages of the two modes of passing the southern extremity of America.

Copy of a letter from Captain McKEEVER—on the Straits of Magellan.

U. S. SHIP FALMOUTH.

Valparaiso, Dec. 11, 1837.

SIR: During my passage from the United States, my attention was frequently directed to the subject of the navigation of the Straits of Magellan; and although an extensive survey has recently been completed under the auspices of the British Government, it appeared to me that the passage of this strait by an American ship of war would be such a confirmation of its practicability as to induce our merchant ships to adopt it as the common avenue to the Pacific, in preference to the more tedious and usual voyage around Cape Horn.

After availing myself, to the fullest extent, of the information contained in our books on the subject; after repeated conversations with our merchant captains at Rio, who seemed to feel a deep interest in the successful issue of the undertaking; and having obtained the Charts and Sailing Directions of the British Surveying Officers as my guides, I resolved to make the attempt. In so doing, I believed I was not departing from the spirit of my instructions, but that I might largely subserve the interest both of the national and commercial marine. 'Tis true the passage has often been made by our whalers and sealers; yet I was under the impression that much still remained to be done to establish it as a common thoroughfare. The advantages which seem to give the passage through the straits a preference over the route by Cape Horn, and upon which I bestowed ample consideration, are, first, the difference of distance, being our third in favor of the straits; secondly, the number of good harbors where secure anchorage might be had during storms and adverse winds; thirdly, an abundance of fresh water and wood, with an opportunity of obtaining fresh provisions from the Indians at various places; fourthly, the time occupied in the passage. The straits have been passed in four days; while, under the most favorable circumstances, more than double that period is required to weather the cape. Again, the wind that would favor a passage round the cape, would be equally favorable in the straits, and vice versa, with this difference, however, that in the latter a secure harbor might be reached, instead of being obliged to "have to" in the storms so frequent off Cape Horn.

After a mature consideration of all the circumstances, favorable and otherwise, I deviated from the usual route, and made the land off Cape Virgins, the N. E. entrance to the Straits of Magellan, on the morning of the 10th November. In the course of the day we succeeded in beating up to Dunzness Point, and came to anchor about 10 P. M. On the 11th we reached Cape Pasession and anchored for the night. On Sunday morning, the 12th, we were under way at an early hour, and soon reached the entrance of the "First Narrows," the most difficult and critical part of the passage. The tide was strong in our favor at the rate of 8 or 10 knots, and a fresh breeze blowing from the S. and W. Whilst in the most contracted portion of the "Narrows," a boat was despatched making for us from the Patagonian shore, and on her near approach the main topsail was put back to receive her. It proved to be a whale-boat belonging to an American sealing vessel, containing six men, who had been left five months previously upon "Graves' island" in quest of seal. Having been deprived, as they assert, in the quantity of provisions left with them, which were exhausted in a couple of months, they were obliged to subsist upon muscles, roots, &c.

They left Graves' island in their boat, and succeeded in reaching, after great sufferings, Cape Grinnell, in the straits where they received some assistance from the Patagonian Indians, among whom two of their comrades preferred to remain; there were eight of them originally left upon the island. When

they fell in with us they were bound to Port Desire, distant some 400 miles, in an unseaworthy boat, with a tattered sail, and with scarcely any provisions or water; and all of them in a state of extreme emaciation and debility from protracted sufferings. As soon as they were received on board, we filled away and quickly passed the "Narrows," when we "came to," in 10 fathoms water, by the advice of one of these men, (who had repeatedly passed the straits) about 18 miles from Cape Gregory.

This was a position I would not perhaps have taken if I had acted entirely upon my own judgment; but I yielded somewhat my own opinion to their supposed greater familiarity with these different localities. Shortly after we had "come to," the wind from the S. and W. freshened to a gale, when a second anchor was let go; the wind and sea continued to increase, the ship began to drag, when our starboard anchor parted, and finding ourselves rapidly drifting towards the "Narrows" with the ebb tide, an effort was made to heave up the larboard anchor. At this juncture the messenger parted, and the anchor striking upon a rock, the chain was torn from the deck stoppers, when, rushing with the greatest velocity through the househole, soon severed itself from the bolt that confined it to the keelson. In this emergency it was found necessary to unshackle the starboard cable at about 30 fathoms, and to make sail upon the ship.

When we first "came to" in the position above alluded to, the sea was quite smooth, but the S. W. gale soon lashed it up into what are called "the ripples;" which are said occasionally to break over a ship's deck, and which proved far more extensive than I was led to expect from the description contained in the sailing directions.

Being now deprived of our working anchors and cables, with a feeling of the deepest reluctance I was compelled to abandon a farther prosecution of the passage, at a moment when the greatest difficulty appeared to have been surmounted. The wind soon moderated, we re-passed "the Narrows," and at twelve at night again found ourselves off Cape Virgins.

I regret to add, that at the moment of parting our messenger, one of the second gunners (Jus. Kelsey) received a severe "compound fracture" of the thigh, from which, however, he is now convalescent.

As the crew of the boat we picked up were entirely destitute of every thing, I ordered them to be put upon the ship's books for pay and subsistence, till we reached this place. There is hardly a doubt, that if it had not been for our timely assistance, they would soon have fallen victims to disease and starvation.

Nothing especial occurred in our passage around Cape Horn. We had a succession of calms and light favorable winds, until we reached longitude 83°, when we encountered winds from the northward and westward. Off Chile we had a heavy gale from the S. and W. of short duration; since which we have had pleasant weather.

If from what I myself have experienced, and from the information subsequently received from different credible sources, I may be permitted to offer an opinion upon the feasibility and expediency of the passage of the straits, I would say, that there is a decided advantage in point of time in their favor, when the passage can be effected, without incurring any of the accidents to which their navigation is peculiarly liable. But, from the frequency and violence of gales of wind, which are as sudden as they are variable, the necessity of anchoring frequently, the existence of shoals which are not accurately located in the charts, and the difficulty of reaching an anchorage, when rendered most necessary by a sudden change of wind, which is seldom to be foreseen, all contribute to render the ordinary passage "round Cape Horn," to and from the Pacific,

preferable both for merchant vessels and men of war. I may remark, too, that the rate of insurance would always be in favor of the usual route, whilst its safety may be inferred, from the calculation, that hardly one vessel is lost, of the 300 that pass the cape annually.

The frequent passage of the straits by sealers and whalers cannot be adduced as an argument in their favor, as they are generally in the pursuit of their vocations, where time is not an object of such importance, as to vessels employed in other branches of commerce.

I have the honor to be, sir,  
Your obedient servant,  
I. M'KEEVER, Commander.

## MILITARY INTELLIGENCE.

1st Dragoons—Capt. D. Perkins' resignation accepted to take effect 2d Feb.

2d Dragoons—Capt. L. J. B. all succeeded in capturing sixteen hostile Indians in Florida.

3d Artillery—Lieut. Frazer attached to light company, (1st) and ordered to Carlisle, Pa. Lt. M. Burke has been relieved from the command of Mt. Vernon arsenal by Capt. Thornton of the Ordnance. 1st Lt. T. Casey resigns, to take effect 24th Feb.

3d Infantry—Lieut. Eaton has left the regiment in obedience to General Order, No. —, assigning him to duty at the Military Academy, and was in Washington on the 24th inst.

## NAVY.

### ORDERS.

Jan. 31—Professor E. Fitch, frigate Constitution.

Feb. 1—Comdr. French Forrest, transf. from the command of the ship Warren to that of the St. Louis.

Mid. W. C. B. Porter, frigate Constitution.

P. Mid. H. S. Stettinwagen, Rendezvous, Balt.

Professor M. Yarnall, ship Warren.

2—Mid. W. M. Wallace, Naval School, N. York.

4—Lieut. J. Morehead, detached from Rendezvous, Philadelphia.

Comdr. W. A. Spencer, command of ship Warren.

5—Mid. W. H. Adams, Naval School, Norfolk.

Mid. E. C. Anderson, W. E. Boudinot, C. Saunders, ship Warren.

Sailmaker J. G. Gallagher, Navy Yard, Boston.

Lieut. J. Lammie, to Pensacola for duty in ship Warren.

P. Mid. W. S. Smith, Rendezvous, Norfolk.

P. Mid. G. J. Wyche, Depot of Charts, &c.

### APPOINTMENTS.

Jan. 31—Elisha Fitch, Professor of Mathematics.

Feb. 1—Mordecai Yarnall, Professor of Mathematics.

RESIGNATIONS.

Feb. 2—Wm. H. Brewster, 3d Lieut. Marine Corps.

6—Montfort S. Stokes, Passed Midshipman.

### VESSELS REPORTED.

United States ship Lexington, Capt. Clark, at Mazatlan, December 3, 1838, to sail the next day for Valparaiso. On the morning of the 29th November she experienced a heavy gale off Mazatlan. The officers and crew were all well.

Ship Boston, Comdr. Babbitt, at Havana, Jan. 15. Capt. B. was endeavoring to procure the liberation of the American sailors who were imprisoned there some time since, and put into the chain gang.

United States revenue cutter Vigilant, Capt. Conner, from a cruise to relieve vessels in distress, at Newport, R. I., Jan. 30.

## MARRIAGES.

On the 5th January, by the Rev. H. Gregory, Chaplain to the garrison of Fort Leavenworth, Capt. BENJAMIN D. MOORE, of the U. S. 1st Dragoons, to Miss MARTHA M., daughter of M. M. HUGHES, Esq. In New York, on the 23d inst., Mr. WILSON JACOBS, to Miss HARRIET HATHAWAY, eldest daughter of F. W. MOONSH, Esq., U. S. navy.

# ARMY AND NAVY CHRONICLE.

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## CONGRESSIONAL DOCUMENT.

### NATIONAL FOUNDRY.

[To accompany bill H. R. No. 1,032.]

January 12, 1839.—Read, and 5,000 extra copies ordered to be printed.

Mr. W. C. Johnson, from the Select Committee, to whom the subject had been referred, submitted the following report:

*The Select Committee, to whom was referred, "so much of the Executive communication as relates to the establishment of a National Foundry for cannon, to be common to the service of the army and navy of the United States," submit the following report:*

In entering on the duties assigned them, the committee could not but be aware that the subject referred to their consideration had heretofore been one of repeated and solicitous inquiry. In the first annual address of the President of the United States to the Senate and House of Representatives, he emphatically says: "Among the many interesting objects which will engage your attention, that of providing the common defence will merit your particular regard. To be prepared for war, is one of the most effectual means of preserving peace." In the wisdom of the policy thus early proposed, each succeeding administration has fully concurred, and never failed, upon all fit occasions, to urge its adoption. In a paper appended to this report, the committee have collated the views and opinions which have at different times been entertained in reference to the expediency and necessity of providing for the defence of the nation. The deep solicitude which has been manifested by the great men who have successively filled the office of Chief Magistrate, followed up, as it has invariably been, by the recommendation of the distinguished individuals who have been placed in charge of the different Departments, sufficiently manifests their sense of the importance of the subject. Yet, after a lapse of nearly half a century, but little has been done to perfect any system of national defence, although each passing year and each occurring event has fully proven the value of the admonition of the Father of his country.

As the right to declare war is among the most important powers of the General Government, to provide for the common defence is amongst its most sacred duties; and, in proportion as the circumstances and policy of a people are opposed to the maintenance of a large army, it is important that as much perfection as possible be given to that which may at any time exist, and that every facility be afforded to the people themselves to be their own safeguard and defence. Although remote from antagonist Powers of Europe, bound by no entangling alliance to espouse the quarrel of any which may be brought in conflict, and influenced, in our intercourse with all, by a friendly and pacific policy, yet are we liable to be involved in war; and to resist its calamities and dangers with success, must mainly depend on our timely and provident preparation. But, whether our country is to be suddenly plunged into war, or shall continue to enjoy the blessings of peace, it is equally the suggestion of policy and wisdom to improve our means of defence, and to give as much perfection as possible to such establishments as may be essential to our domestic tranquillity, as well as our security from foreign aggression. With the example of other nations, nay, with our own dear-bought experience, to admonish us, it would be worse than folly to procrastinate any longer the preparation necessary to meet those exigencies to which all Govern-

ments are liable. The present time affords an opportunity which ought not to be neglected—an opportunity involving our future safety and welfare, but which, rapidly borne on the wings of time, may never again return. History furnishes us with innumerable examples of immense countries being conquered in a short space of time, and which have cost the conquerors but few battles, from the want of fortified places to arrest their progress. At the same time, we find weak nations resisting, by means of their fortresses, a superior enemy, who has been obliged to renounce the fruitless attempt of conquest.

An enemy keeps his ground with difficulty, as long as there are fortified places in a country. They are points around which the vanquished rally; protected by them, they recover their strength, and are enabled to defend themselves anew. On the other hand, when armies are beaten and disperse in an open country without fortresses, all resistance must cease—their fragments are insulated, and too feeble to attempt any thing of consequence. Some prominent military writers have opposed the principle of fortifying an extensive land frontier, but none can deny the advantages of strengthening particular positions, and no military or political writer has ever disputed the necessity of fortifying a maritime frontier.

As regards the defence of the United States, the necessity of having certain points strongly fortified on the seaboard, on the lakes, and on the Canada frontier, must be admitted; whilst policy, justice, nay, even humanity to the people of the west, equally demand that a cordon of military posts, strongly fortified, should be kept up to check the savage hordes along the western frontier, whose natural feelings of hostility towards the border settlers have been continually augmented by the addition of those tribes we have sent amongst them. But, besides fixed and floating batteries, fortifications, and a navy, field artillery must be considered as constituting one of the chief means of the power of a nation.

From the time of Edward III, when the English first used artillery at the battle of Cressy, down to the present period, especially during the bloody wars of the French revolution, the success of armies, either in battle or sieges, has been owing, on one side or the other, chiefly to the skill and superiority of their artillery, its better disposition, and the celerity with which it has been manœuvred. From the siege of Toulon, where the star of Napoleon first arose, through many a well fought field, even to the sanguinary Waterloo, where Fortune deserted her spoiled favorite, most of his success was owing to the superiority of his artillery. And have we not recently observed the prodigious effect produced by the French in their successful attack on the castle of St. Juan de Ulloa? entirely to be attributed to the masterly employment of their artillery.

The advantage of increasing this arm in our service, and of introducing it more generally in our militia, has been frequently strongly urged upon your attention. Horse artillery would seem to be peculiarly recommended to the United States, when it is considered that all attacks on the seaboard must be made by an enemy waterborne from a distant country, who will consequently be badly provided with horses, while the United States might be able to oppose to such invaders a horse artillery so superior, and so promptly, as to give a decided advantage in attack or defence; and so long as they can prevent an enemy from procuring the horses of the country, and can maintain a superiority in this important arm,

branches of ordnance were established at Woolwich at the accession of George I. In time of peace, the arsenal is the grand depository of naval ordnance, where the guns of most of the ships of war are laid up. It contains, also, extensive collections of military machines and models. The arsenal comprehends about sixty acres, and contains the foundry, boring-mills, workshops, and laboratories for making cartridges, grenades, rockets, &c. The foundry for casting cannon is provided with suitable furnaces, forges, boring-mills, workshops, &c. The number of artificers and laborers employed during peace is nearly 2,000, and double that number in time of war. The whole establishment is divided into four principal departments, such as the laboratory, artillery, carriage, and model departments, each under the care and keeping of an appropriate staff of officers and artificers, and the whole under the superintendence of a master general of the ordnance.

"The director of the artillery department, who is called inspector of artillery, is a general officer, charged with the duty of examining all the material manufactured by contract, beyond the precincts of the ordnance establishment. He is likewise intrusted with the proof of ordnance, and the foundry of iron and brass cannon. Assistants for inspection, clerks, and proof masters, are the principal persons employed under his orders; independently of their fixed salaries, they receive a certain rate for the different proofs of arms. The foundry of iron cannon is carried on by contractors, beyond the establishment of the ordnance; but the brass guns are all cast in the arsenal at Woolwich. Since the regular establishment of the foundry service has had its inspector, this important branch has made an astonishing progress in England, both with regard to the properties of guns and the perfection of their castings, &c. In 1797, (which was the period when the change took place,) of 3,651 pieces of cannon presented for approval, more than twelve per cent. were rejected, either on account of defects of shape and casting, or from having burst in proof. In 1810, (that is to say, 13 years after,) the severity exacted in proving cannon had produced effects so beneficial upon the process of fabrication, that of 5,109 pieces presented, there were not found four per cent. which were necessary to reject. The India Company, and merchants fitting out armed vessels, also prove their cannon at Woolwich."

Of late years, the object of the different Powers of Europe has been to reduce the weight and magnitude, and to increase the number, of their cannon; and to such an extent has this been carried in England, that notwithstanding the immense supplies furnished to her armies and allies, during the French wars, there were in the arsenal at Woolwich, at the time the Emperor Alexander visited it, after the battle of Waterloo, nearly forty thousand pieces of ordnance, including only cannon, carronades, howitzers, and mortars. During the wars with France, there were as many as 2,400 axletrees, and the same number of pairs of wheels, made at Woolwich annually. In the course of the three years, 1808, 1809, and 1810, the carriage establishment employed 14,000 cords of timber. It was customary to be provided with such a quantity of wood, in store, as might be calculated to last for two years to come. The iron used amounted annually to between 3 and

400 tons. In 1809 it required 870 artificers to execute the work in the carriage department; and the charge for labor alone in one year, was £52,526, without including the pay of master workmen and officers.\* By a report made to Parliament in 1817 it appears, that besides the great number of field-trains furnished the allies, the number of small-arms furnished by Great Britain to the allies and to the national troops, from 1803 to 1816, inclusive, were:

To the allies,	-	-	2,143,643
To the regular troops,	-	-	349,882
To the regular militia,	-	-	59,405
To the local militia,	-	-	151,969
To the volunteers,	-	-	307,583
To the navy,	-	-	215,233

Total, 3,227,715

By the report of the Minister of War, it appears that the fire-arms fabricated in the manufactories of the French Government, and made disposable for service, from 1803 to 1814, were no less than 3,956,257.

To show how necessary it was to have a superabundant supply of arms in readiness, it is said the English lost at one blow 60,000 muskets which had been sent to Dantzic; and 100,000 more were lost in a single shipwreck.

At the commencement of the late war, the muskets belonging to the United States are supposed to have been 200,000, and 60,000 were manufactured during the war. At the close of the year 1814, scarcely 20,000 stands remained in the arsenals, and great efforts had to be made to procure a supply. "Had the war continued another year," says the report of the Ordnance Department, "the deficiency of arms would have occasioned the most embarrassing consequences."

The Committee do not deem it necessary to go into a detail of the operations of all the great Powers of Europe; suffice it to say, that every government which aims to keep its place in the scale of nations, strives to keep pace in the improvements that are progressing; and science is made not only the hand-maid of the useful arts, but is continually engaged in perfecting every engine and implement of destruction which can be used in war. By the skillful labors of scientific men, the art of gunnery has been brought to great perfection; but, not satisfied with the knowledge attained, they are continually making experiments to ascertain the best quality and combinations of metals; the best mode of casting; and the best form and model for cannon, which can be used with the greatest celerity and convenience, and yet give the greatest effect to projectiles.

In the paper already referred to (marked C) will be found the opinions of many of the most distinguished soldiers and statesmen who have filled the highest offices under our Government, in all of which the strongest arguments are advanced why the Government should adopt a systematic mode of national defence.

The early recommendations of Washington were not more the dictates of wisdom than the result of experience. At the commencement of the Revolution, when the people of this country arose in vindication of their liberties, they were nearly destitute of arms. At the call of their country they rushed from the mountain, valley, and plain, armed only with fowling-pieces, instruments of sport, and often with the mere implements of husbandry; during the whole struggle for independence, they depended for arms of every kind almost entirely upon France, or upon wresting them in battle from the enemy. No patriot bosom but glories in the heroism of their conduct, but humanity weeps over the account of their trials and their sufferings. It was a knowledge of the distresses incident to a want of a supply of arms,

\* In like manner, all the gun-barrels are fabricated by contract at the national armories at Harper's Ferry and Springfield, under the direction and supervision of master-workmen. The workshops, tools, materials, in fact every thing that can ensure uniformity and the best manufacture, being furnished by Government, and a certain contract price being allowed for such only as stand the test and proof to which they are subjected.

† Dupin's Military View, vol. 2, p. 288, 289.

‡ See Edinburgh Encyclopedia, article Ordnance.

\* See Dupin's Military View.

during the eventful scenes of the Revolution, that induced General Washington, early in his administration of the executive department of the Government, to call the attention of Congress to the necessity of establishing national foundries for the fabrication of arms. In pursuance of his recommendation, two factories were established for the purpose of making small-arms—one in Springfield, Massachusetts, the other at Harper's Ferry, Virginia. In submitting the plans and estimates for the works, General Knox, the then Secretary of War, said: "Economy and experience may even increase the profit, especially when the proposed apprentices should be rendered expert workmen; but were there no profit at all, but a loss incurred, it is humbly conceived that an institution of this nature, by disseminating the knowledge of so valuable an art, would, in a just political view, amply compensate the expense."

How fully the views of the soldier-statesman have been verified our experience demonstrates. Although the mechanics of this country had much less experience in the manufacture of fire-arms than those of Europe, yet, by the power of native genius, and the improvements elicited by the experiments authorized by Government, great success was soon attained; and we now have two factories which make the best rifles and muskets in the world.

The most experienced transatlantic officers and artisans admit that the muskets and rifles now made in the United States are superior, in point of finish and usefulness, to the best made in Europe. So perfect and improved has been the system adopted in our factories, that we have accomplished what a board of French officers pronounced a desideratum that was impossible; they thought that it was impossible to make a musket that a part of the work made for one would suit or fit the residuary part, made in another shop or factory, and by different hands; that the springs or screws, made to suit a given lock, could be made with such uniformity and precision as to answer for the corresponding parts of a different lock; if part of a musket was lost or injured, there could not be taken a similar part of another, and make it quadrate with all its uses; but that the aid of a mechanic must be employed or the musket be discarded. Such is, or has been, the fact with the arms made in France, because the fittings of the various parts are regulated chiefly by the eye. This is not the case in our national factories. The system of machinery is reduced to such perfection that every part of a musket or rifle is made with such nice precision and accuracy that every screw or spring, made for a given part or purpose, will fit every musket or rifle that is made in each of the public factories. Take any part of a musket made in the Springfield factory, and it will be precisely, in every particular, like those parts made at Harper's Ferry. All the parts of two muskets may be taken asunder, though one be made at Harper's Ferry and the other at Springfield, and thrown into an indiscriminate mass, and there may be taken from the heap thus blended, at random, the component parts of a musket, and these put together, and the musket thus formed will be as perfect as precision can be, although half the musket be made at one factory and the other half at the other. The chief of the Ordnance department has frequently tried the experiment with success. Hence a musket or pistol made in the public factories of the United States is almost indestructible, for, from the fragments of arms on a battlefield, a musket can readily be put together as perfect as when first made.

The improvements made in the rifle are still greater. The common rifle can be loaded and discharged but twice in a minute, whilst Hall's rifle, made at Harper's Ferry, which receives the load at the breech, can be loaded and discharged eight times in the same space of time.

These vast improvements in the construction of machinery and in the fabrication of small-arms are owing to the fact of the Government having established factories under the management of their own officers and agents, and authorized the trying of experiments which have resulted not only in making valuable improvements, but also in greatly reducing the cost of the manufacture. Might we not expect similar, and as highly beneficial results in the improvement of the materials, and in the fabrication of cannon, if the Government had a foundry of its own? Might not the Government, instead of depending upon its present precarious and limited supply secure the nation against any and every emergency by the establishment of a national foundry? The committee conceive there was no argument for the establishment of manufactories of small arms which will not apply, with greater force, to the establishment of a national foundry for the fabrication of cannon and other ordnance; and they believe similar beneficial results would be the consequence.

The committee have sought information from sources which they deemed entitled to consideration, and they take leave to refer to the accompanying letters as chiefly embodying the strongest and most conclusive reasons for the establishment of a national foundry. It will be seen that a general opinion is entertained, among those who have been consulted, of the necessity, as well as policy, of a national foundry, and though some consider it impolitic that such an establishment should at once supersede the foundries now worked by individuals, it is nevertheless admitted that one of a national character should be on a scale, if not sufficient to meet the immediate wants of the Government, at least sufficient to regulate the mode, quality, and manner of the supplies of ordnance required; and especially capable of being so expanded and enlarged, as to meet any and every emergency.

In the report of the Secretary of War which accompanies the President's message, that officer states, "The existence of our own armories enables the Government to establish a standard of comparison, to which the private manufacturers are compelled to conform, and secures the acquisition of good arms at equitable prices. With the same view, the establishment of a national foundry has been frequently urged and is again recommended." "It is not intended," he says, "that it should, at once, furnish the amount of cannon and projectiles required; but it would enable the Ordnance department to make the necessary trials and experiments, so as to determine the proper mixture of metals, to combine the greatest strength with the greatest lightness, and produce the most perfect models; this would secure, at all times, a sufficient supply of arms at the fairest prices."

The committee would not desire to see the present system of obtaining supplies of ordnance suddenly abandoned, so as to bring to ruin, or involve in serious losses, (if this were possible,) those individuals who are at this time employed by the Government; but the immediate establishment of a national foundry, in the opinion of the committee, is too deeply connected with the common safety and defence of the nation, too imperiously called for by the public necessities, to allow any seeming interference with private establishments to justify its being made on any other scale than a due regard to the public interests demands. The committee, in reference to this point, would take leave to refer to the accompanying paper, (marked D,) being a letter from the late Mr. Foxall to the Secretary of War, at a time when it was proposed to establish a national foundry in the District of Columbia.

It will be seen that, so far from complaining of a national foundry interfering with his rights, or doing him injustice, he acknowledged its necessity, and was willing to lend his aid in its establishment, though it went to supersede, and throw out of Gu-

verment use, his own works. The committee have also appended to this report communications received from the proprietors of several of the foundries now employed by the Government, in which opinions of the advantages of a national establishment, as also objections thereto, and arguments against its apparent necessity, are given with great frankness, and urged with all the force the subject admits of.

Foundries owned wholly by individuals may, at any time, be placed beyond the reach and control of the Government; and, in time of war, or any sudden emergency, even the case might occur that the secret agents of an enemy, or of a foreign Power, might obtain the control or ownership, and then close them against the government itself. American citizens could scarcely be found so sordid and so base as to concert or connive at such a procedure; but still it might be done while their works are open to contracts, when profit is their object, and the party contracted with is unknown or unsuspected. But, setting aside the possibility of private foundries being placed beyond the reach or control of Government, either by the secret operations of an enemy, or any other cause whatever, they are inadequate to supply the emergent wants of the nation; and, with all good faith on the part of the proprietors, with all their exertions to meet their engagements, with the most liberal advances on the part of the Government, with profitable terms of contract, with sure and certain reward for their labors, they could not, for years to come, furnish all the ordnance now required. The committee do not intend to express any comparative preference between the four private foundries which have been supplying ordnance, under contract with the Government; they have generally withstood the test required, as will be seen by the papers appended to this report, (No. 17,) giving the report of the Penn foundry, and the report of the Colonel of Ordnance.

In cases of pressing necessity, the proprietors of private foundries have it in their power to dictate their own terms; and at all times self-interest will make them more solicitous to enrich themselves, by doing the work as *cheap* as possible, than to benefit the public by furnishing the best article, regardless of expense. Besides, however definite and rigid the regulations of the Ordnance Department may be, as to the form, dimensions, and quality of the castings contracted for, it is impossible to guard against many difficulties. The superiority of some metal over others, the known difficulty of construction, the predominant interest of individuals to furnish the cheapest article, will, besides, always leave a doubt in the minds of those who are to use them, even though such ordnance should have stood the ordeal of proof. Private individuals have not a sufficient inducement to procure the best materials, and to try experiments essential to fabrication of cannon of the best quality; nor can it be expected from individuals, however patriotic they may be, that they will expend largely their private means in testing unprofitable experiments, in combining and testing the strength of various metals, for which the officers of the Government are not authorized to reimburse them. Neither is it to be expected that private individuals will provide and keep on hand the large amount of materials which the necessities and exigencies of the nation may require. It is no argument in favor of the present contract system, "that it is more economical, because the loss upon the rejection or bursting of a gun, falls upon the contractor." The price paid must necessarily cover any contingent loss, or it would be a losing business to have been so long continued. The prices paid for cannon and other ordnance at this time vary very little from the charges made for the same description of articles at any period subsequent to the Revolution; and if private foundries, which have so long furnished the Government with ordnance, had not been profitable to their owners, it is presumed they would have long since been discontinued or converted

to other uses. If they have been profitable, all the gains of the contractors would have been saved to the Government, and the nation would not now be in the present defenceless and dependent condition. As to the experiments being made at such establishments, under the supervision and authority of officers of the Government, such a procedure involves so many difficulties, that the attempt thus to introduce improvements in the manufacture of ordnance would be worse than useless. As different kinds of metal are used, and a different process of manufacture employed at the different establishments, what was found to be an improvement at one, might be detrimental at another. A successful scientific experiment, introduced in the fabrication of ordnance at one foundry, might fail, when tried by different artisans and workmen at another; and thus questions which had cost much labor and expense in their investigation, would, instead of being settled on fixed principles, be involved in additional doubt and perplexity. The principal operations in the fabrication of cannon consist in the modelling, fusing, and casting of the metal, in the boring, and piercing of the vent.\* To accomplish all these requires not only the skill of manipulation, which results from practice, but a knowledge in mechanics, mathematics, chemistry, metallurgy, and various other branches of natural philosophy. Without the union of these requisites of knowledge, a founder can establish no certain rules in his process, nor communicate them to others. By long practice, he may acquire a certain degree of perfection; but there he must stop. If a mere mechanic, only directed in his operations by the mere habit of practice, any improvements made by him must be the result of accident, rather than of experimental philosophy, which can alone establish fixed principles. Instead of seeking to impart his knowledge to others, and, by disseminating his information, increase the number of good workmen and skilful artisans throughout the country, he will conceal his operations with as much mystery as he does those of his profits.

A national foundry, on the other hand, under the sole control of the Government, and the management of scientific officers, would not only secure an ample supply of ordnance against any and every emergency, but would produce uniformity and great improvements in its fabrication; while at the same time, it would, by liberal compensation, draw together the best artisans, foster and encourage native genius, and, in a little while, produce experienced workmen in every branch of a business upon which the public welfare too much depends to admit of any contingent want whatever.

A distinguished author† says: "It is an undoubted fact, that no contrivance of human ingenuity ever arrived at any pitch of perfection till after having passed through several gradations of improvement. What is there, indeed, so excellent as to be beyond the power of amendment?" Hence it would be preeminently useful to the service, if every officer made, and were permitted to make, experiments, under certain restrictions, and received for each remarkable invention or beneficial improvement a suitable reward. There is apparently an absolute necessity that all experiments should be made according to certain rules, with which every officer, to derive the most profitable consequences from his endeavors, must be thoroughly acquainted. These rules should be laid down pursuant to the actual results of practice. In making experiments, the effects given by theory ought never to be trusted, but such as are verified by practice; and first experiments should at no time be taken as exact, particularly if private interest, the skill of men, or the aid of human power is concerned. Prejudice should never be permitted to affect the judgment of the experimentalist; nor

\* See Toussard's Artillerist's Companion.

† Muller, on the Science of War.

private interest, pique, or malice, to prevent the result obtained; which will be best prevented by ordering all public experiments to be made by men equally scientific, equally expert, and equally acquainted with their respective duties.

Another writer, who, from long experience and observation, was well qualified to bear testimony, says: "So long as Government shall depend on private foundries for its supplies of ordnance, those charged with the duty of inspecting and proving cannon have merely a mechanical duty to perform, requiring little aid from scientific attainments. The usual visits and proof will only enable them to ascertain whether the pieces are sufficiently strong not to burst, that they are of prescribed form and dimensions, and free from apparent defect. They will have performed their duty by strictly adhering to the regulations prescribed for the proof, and must be governed, in admitting or rejecting a piece, according to the terms of the contract. How much more advantageous to the service and honorable to the officers would it not be, if, instead of merely determining whether the guns be constructed conformably to regulations and the terms prescribed, we should possess the authority, with scientific knowledge and practical skill, to decide whether, before the metal was run into the mould, the necessary precautions had been taken to avoid all separation between the metallic particles capable of producing an unequal resistance; whether the tenacity of the metal was proportioned to the thickness of the piece, and its hardness sufficient to prevent orbicular cavities being formed in firing very large charges, and to state the reasons which govern his decision; to propose the means of correcting the faults which he has discovered, to offer his reflections on the causes of the defects, and his ideas of the mode of improvement."

The qualities requisite in gun-metal, according to the best authorities, are, "that it possess sufficient cohesion; that it be sufficiently compact; that it be hard enough; and that it be proof against quick and constant firing." In Europe, the most thorough researches and experiments have been made to discover the best combination for these purposes; the results are, that the addition of copper, in a composition of metal renders it more malleable and softer. Tin has a contrary effect, and renders it more brittle and harder. Thirteen pounds of tin to one hundred of copper, produce a good composition for guns. A scientific English author\* states, that, "by combining with iron five per cent. of copper, cannon can be made which will sustain one fifth more gradual pressure by percussion, than when made of iron alone"—an improvement of the highest interest and importance, but which has not been tested or made available in the United States, simply for the want of opportunity, which a national foundry can alone afford. For field cannon, it is of the greatest importance that they should be constructed as light as possible, with due regard to strength. Light artillery would be perfect if the guns could move as rapidly as the fastest cavalry, and follow without retarding it in any of its evolutions. This will be effected whenever the horses drawing the pieces shall not be more impeded on level and firm ground than those that carry a trooper with his arms and field equipments. It is a settled principle, well established by experiment and practice, that "one of the most tenacious quality is the best for iron guns." Forged or bar iron is the metal in the highest state of perfection which it can attain. Crude iron carried in the furnace, and again disengaged of another portion of oxygen by its combination with charcoal, ceases to be fusible. In that situation it is subjected to the heavy tilt hammer, the repeated blows of which drive out all the parts which still partake of the nature of crude iron, so much as to retain the fluid

state. The iron is then malleable, ductile, flexible, and is called forged iron, or iron of affinity. From the form which iron receives in this operation, its substance is much altered. In its crude state it was fusible, brittle, and very hard; after the affinity, it is no longer fusible. The most intense heat can only reduce it to a chimney substance. It is soft, malleable, and, either cold or hot, can be flattened or attenuated into wire. The science of the refiner consists in constantly agitating the melted mass, in order to make every part of it often feel the action of charcoal; to keep it divided, in order to multiply these contractions; not to raise the metal in the current of the bellows, and especially not to expose it in the direction of the air, which would oxidate the iron, and produce quite the reverse of what it is proposed to accomplish. All kinds of charcoal are not equally proper for the operation of affinity. The forests which supply the celebrated Swedish iron-works are of fir and pine trees, and the superior quality of their iron over the French and Spanish iron is attributed to this circumstance; for the only difference which can be perceived in the analysis, is, that the Swedish is more disengaged of oxygen, which renders it more malleable, and more yielding to the file.

The United States have, in many situations, the same advantages as regards wood for charcoal, and there is every thing to encourage the hope that the products of our own mines, smelted by means of modern improvements in the construction of furnaces and the application of the blast, and elaborated by machinery which American ingenuity has introduced, will soon surpass that of any other country. In the report of the general convention of the friends of domestic industry, which assembled at New York in October, 1831, it is stated that there were at that time 239 furnaces and forges known to be in operation in the United States, employing 25,000 men, making 112,866 tons of bar iron, and 191,536 tons of pig iron, annually; in value estimated at 13,329,760 dollars. With such abundant supplies, what country could make better trial of forged iron in the construction of cannon? Of all metals forged, iron combines in the greatest degree, tenacity and lightness, (the reason why it is used for small arms,) and, consequently, might well answer for cannon. A distinguished artillery officer,\* who served in the Revolution, and was a long time inspector of ordnance, and from whose works the above facts are principally taken, states that, in the Salisbury Kerpiths,† and many other mines in the United States, ore is found which is not inferior to the best English ore, and that the forged iron made from such ore might be advantageously used in the fabrication of any kind of ordnance. He strongly recommends that field pieces should be made of forged iron; since, to every brass four or eight-pounder brought into the field against our armies, forged iron twelve and eighteen-pounders might be opposed, and still preserve the advantage of lightness. That an army which could avail themselves of guns of increased calibre, or heavier balls, against smaller guns of equal weight, but lighter balls, would possess immense advantages, cannot be doubted; and the importance attached to having the guns capable of throwing larger shot is illustrated by the historical fact, that, notwithstanding the superiority which the English six-pounder possesses in facility of mobility, the British themselves substituted nine pounders in their place in the campaign of 1815 against France. The light six-pounder suited Spain and Portugal, where the country is mountainous; but as soon as the army entered Belgium, and had a flat

\* Colonel Tonnard.

† This valuable "ore-bank" is now the property of the United States.—See report of Secretary of War, No. 30, Appendix.

\*Tredgold.



country for their operations, the nine-pounder was preferred, being more effective. The military events of the "hundred days" proved the excellence and foresight of the measure.

By the establishment of a national foundry, not only would every opportunity be afforded to make experiments and tests, and thus produce cannon, the best that science could invent or art perfect, but uniformity would be attained; the importance of which is insisted upon by every officer of both army and navy. Military writers\* say, that invariable rules should be laid down for the fabrication of all kinds of artillery and projectiles. The calibre of cannon should be precisely determined, and directions given which should not be deviated from. A government should have the calibres of its cannon so distinct that there could never be any confusion on the subject; that is, the guns should never be so nearly of the same calibre as to occasion mistakes, or the loss of time, which is irreparable in battle. Economy should in this be laid aside; and, however great the expense, the guns and shot should be recast and formed to an established standard.

The advantages resulting from uniformity in the parts of small-arms have been pointed out, as evidenced by the perfection to which the factories at Harper's Ferry and Springfield have arrived. In England, the greatest attention is paid to the uniformity of their ordnance; and the construction of carriages for the different species of artillery is considered of no less importance than the construction of the pieces themselves. It is not only necessary that a piece of ordnance should be most effectual with the least quantity of materials, as regards its own projectile power, but it is also requisite that it should be so supported, adjusted, and arranged, as to have its fire repeated the greatest possible number of times in a given interval, and that it may be directed, removed, and transferred from place to place with the greatest facility; and when we consider the enormous mass of some of the larger ordnance, and the very considerable weight of some of the medium pieces, we may be convinced that much scope is given the practical artillerist to construct carriages that shall possess advantages peculiar to the service for which any proposed piece of ordnance is intended, and that the subject, in a military point of view, is of the greatest consequence. The uniformity observed in the British manufacture has been carried to such a degree of perfection, that in the construction of carriages, not only the whole of every complete carriage for any specified piece has the same weight and dimensions, but the several parts of the same, from the largest to the most minute, only differ from each other in the smallest possible degree.† In France, too, the advantages and importance of establishing uniformity in the fabrication of ordnance have been fully demonstrated. Before the time of Napoleon, every arsenal had its different plans and proportions, so that pieces nominally of the same calibre seemed to belong to different nations, or to be intended for different purposes; this created the greatest confusion, and especially in battle, when trains of artillery were collected from different places. The genius of one man, however, brought order out of chaos, by the establishment of a system of uniformity, under such strict regulations, that in a little while precision in all parts of the gun and carriage was carried to the greatest degree of perfection.

The crossing of the Alps by the French army is the most striking instance of the advantage which may be derived from a system of uniformity in the construction of artillery. For many ages, the timid contemplation of those mighty barriers had ranked Hannibal's heroic expedition across and down their immeasurable heights and abysses among the fa-

bulous wonders of antiquity. To Napoleon it was reserved to excel even the exploit of the Carthaginian; and the traveller is lost in wonder and astonishment, who traces the steps of the young hero where he crossed the Great St. Bernard with one hundred thousand warriors, and, like the dark clouds which he met on its summit, surcharged with lightning and thunder, burst, with overwhelming desolation, on the fair provinces of Italy!

The wish of the First Consul was to make a speedy conquest of Italy, by falling suddenly on the Austrians, and attacking them, unawares, from all the openings of the Alps, through most of which, the artillery, with more or less trouble, might have followed the army. But it was generally believed that the Great St. Bernard presented an insuperable obstacle. The passage was but little known, and the success of the undertaking forbade both reconnoitring and the employment of pioneers. It appeared, at first, impossible to transport the ordnance across the mountains; but the artillery was dismounted piecemeal. The iron parts were packed in boxes; the wheels, timbers, axletrees, beams, cheeks, and transoms were separately carried on poles or dragged on sleds. The trunks of fir trees were hollowed out into troughs, and the cannon secured in them, and drawn up the hitherto inaccessible heights, by hundreds of men, according to the difficulties to be overcome.

The exertions of a whole battalion were necessary to carry up a single gun; but, encouraged by the animating voice of their young leader, the task was accomplished; and, from the top of the highest glacier, the pieces were let slide down the declivities, amid the shouts of the whole army!

The result is well known, but its success was owing to the system of uniformity which had been introduced into the construction of the ordnance, by which alone the pieces were capable of being taken apart, "piecemeal," and afterwards refitted and readjusted without the slightest difficulty or confusion, even in the presence of the enemy.

But, besides the advantages which would accrue by the establishment of a national foundry for the manufacturing of ordnance, there are other considerations which equally demonstrate its importance.

The improvements which are daily making in the application of steam as a motive power, and the complete success which has attended its experimental application to all the purposes of sea-voyages, must necessarily produce important results. The whole maritime world will be more or less affected by these changes; and every nation engaged in commerce, or pretending to maintain her rank, will have to call to the aid of her naval service steam-vessels of every description, from the lightest boat to the heaviest steam-battery.

To meet the changes in naval warfare which must inevitably ensue, and especially to provide for the defence of our own coasts and harbors, a large supply of engines, boilers, and machinery will speedily have to be provided; and in the opinion of the committee, this can be effected in no way more effectually than by the establishment of a national foundry, with a capability of being enlarged, should the increasing requirements need it.

From a consideration of all the foregoing circumstances, the committee are entirely convinced that the establishment of a national foundry is not only appropriate and expedient, but absolutely necessary.

The next questions which arise are. Upon what scale should such an establishment be made? and where should it be located, best to subserve the public interests, and to secure, in the greatest degree every possible facility for the national defence?

The principal objects to be attained by the establishment of a national foundry being to afford every facility for making experiments in the manufacture and efficiency of all kinds of ordnance; to test the

\* Muller, Tonnard, et alii.

† Dupin's Military View

qualities of various metals, and their combinations; to establish a strict uniformity in the quality, size, and dimensions of guns and shot of every particular calibre; to make the country independent, and secure it against any emergency; to provide as speedily as possible for the common defence, by furnishing our forts with proper armaments, our navy with the most perfect cannon, and each and every State and Territory with a due proportion of field-pieces, the committee are of opinion that a foundry, to be national in character, and to be adequate to all the purposes proposed, should be established upon a liberal scale. It is not to be expected that a national foundry, sufficiently extensive and powerful to supply all the wants of the service, can be brought into operation for several years—not is it necessary; but to effect any useful purpose, and to enable the Government to increase its supplies upon any sudden emergency, judicious provision should be made in the beginning as to the extent and eligibility of the site and the plan and arrangement of the works. The site should be sufficiently extensive, not only for the present purposes, but for all future operations; for, according to the report of the Ordnance department, "the limiting of the purchase of land for public works to a small quantity, and barely sufficient for the purposes immediately contemplated, has, not unfrequently, proved greatly disadvantageous to the public interest." \*

It is a well-known fact, that, in almost every instance, when an additional quantity of land has been required for forts, arsenals, navy yards, and other public purposes, such new purchases have cost more than the original ones. The site of a national foundry should be sufficiently extensive, not only for all the necessary buildings, furnaces, forges, boring-mills, storehouses, workshops, depots for patterns, models, castings, yards for wood, coal, sand, clay, and ore, but sheds for manufactured ordnance, and especially such ample space as is necessary to make the various proofs and experiments to ascertain the range of guns of different calibre and the effect of all kinds of projectiles, at various distances. The site should possess a power sufficient to drive all the necessary machinery, and be available for various uses. This power should be constant, not liable to failure from any cause, ample to meet any contingent demand, and should, unquestionably, be that of water. In particular situations, where fuel is superabundant, steam-power may be used; but it requires a complex machinery for its production, and is at all times liable to accident and interruptions; its economy, under the most favorable circumstances, depends on the extent to which it is applied, or the number of engines it puts in motion. For purposes which will admit of a concentration of power, when a single engine can be used, and when fuel is cheap and at command, it may be as economical, though not so safe, as water-power; but when the power required is auxiliary to the labors of man, and is necessarily distributed through several separate departments or works, water power is not only the most convenient and available, but the safest and most economical.

As to the extent, plan, and arrangement of the buildings, they should be so extensive as at once to be put into useful operation, and so capable of furnishing supplies of ordnance as to make it worth the superintendence of the highest officers of the Ordnance department, and sufficiently important to authorize the employment of the best and most skilful artisans; while in their plan and arrangement they should be such as to admit of any enlargement that the public interests or necessities may at any time hereafter require. The works should be so located that ample and convenient space should be allowed for their enlargement by the erection of additional buildings, so that the same great water-wheels, the same propelling and gearing machinery, the same

\*See Report, April 24, 1823.

furnaces and forges, railways, and locomotive engines, could be used as well for the new works as for the old.

The question of location, or where the foundry should be established, so as best to subserve the public interest, is, in the estimation of the committee, of the utmost importance. Its location should be as central as possible to all portions of the Union; sufficiently far from the coast to be secure from the sudden incursions of an enemy, yet having the facility of water communication with our chief forts, fortifications, dock-yards, and naval stations, where the heavy ordnance will be required, together with an equal facility of inland communication, by means of canals and railways, to furnish supplies of ordnance to the interior and frontier States and Territories; while, at the same time, its location should be such as to afford the readiest and cheapest means of obtaining supplies of stone-coal, charcoal, iron, clay, limestone, and other materials.

It appears that an inexhaustible supply of metal of superior quality, which has been tested for a long series of years in the fabrication of cannon, may be obtained not only from works owned by individuals, but from ore-banks belonging to the United States.

By the report referred to, and which was made to Congress on the 31st January, 1821, in compliance with a Resolution of the House of Representatives, calling for "a list of all the lands and buildings which have been purchased by the United States for military purposes," it further appears that the United States have the right of cutting wood and timber from an extensive tract of land, situated on the Potomac, in Virginia, about sixty miles from the District of Columbia, which was purchased August 20, 1813, for the sum of \$20,860 62.

By the papers which have been submitted to the committee, as well as from the information obtained from the documents already referred to, it appears that there are a number of situations in different parts of the Union, all having relative claims to preference. Strong arguments have been advanced in favor of different locations by officers of high professional character, and others, alike distinguished for their practical knowledge and scientific attainments.

By a report of the Secretary of War, which will be found in document No. 203, of the second session of the sixteenth Congress, it will be seen that the United States own "iron ore on a certain tract on the river Potomac, in Virginia, near Keepryst furnace, containing about 1,600 acres in which is a bank of iron ore, purchased of Henry Lee, May 8, 1800, for the sum of \$24,000; also a tract in Berkeley county, Virginia, called the furnace tract, containing 221 acres, with all the buildings and improvements, including the furnace and mills, with the right of digging ore from Friend's ore-bank, purchased of Wilson, Potts, and North, June 20, 1800, for the sum of \$42,000." These lands are said to have been purchased for the purpose of establishing works for the fabrication of cannon and other military works for the public. The fact of this valuable property being owned by the United States being discovered, information as to its present condition and applicability to the purposes of a national foundry was sought from the War Department. In reply to this call for information, the accompanying papers (marked No. 31, C, D, and E.) were received by the committee. As to the quality of the iron ore found on the lands above described, and belonging to the United States, the committee submit the following statements: Colonel Toussard (from whose work several extracts have already been given) says: "In the year 1799 the Secretary of War, having heard of the goodness of the metal of several furnaces in the United States, caused several three-pounders to be cast at the Eagle foundry, on the Schuylkill, out of the pigs made at Keepryst furnace, and ordered the author to prove them, which was accordingly done; some of these guns stood the usual proof. They were afterwards

mounted on field carriages, and fired fifty rounds with shot, and were charged as quick as precaution for the safety of the men would admit of, namely, in thirty-three minutes. We have no hesitation in pronouncing that these pieces would answer for field artillery. Had these experiments been continued, and afterwards improved on wrought iron, we have not the smallest doubt but the United States would have had every year a number of field-pieces, made of forged iron, which by this time would have completed the strongest and lightest train of field ordnance. To every four or eight-pounder brass field-piece, brought against them into the field, they could have opposed forged iron twelve and eighteen-pounders, and still have preserved the advantage of lightness." *It is not yet too late.*

Uninfluenced by private interest or sectional predilections, the committee do not feel themselves justified in deciding upon the relative general and local advantages of each particular situation; nor do they believe it would be expedient to designate by law where the national foundry should be established, until an examination be made of the different locations proposed, by such competent and scientific officers in the service of the Government as the Executive may call upon for that purpose.

In accordance with the foregoing details, the committee respectfully report the following bill:

**A BILL** to establish a national foundry for the fabrication of cannon for the use of the army and navy of the United States.

*Be it enacted by the Senate and House of Representatives of the United States of America, in Congress assembled,* That the sum of one hundred thousand dollars, or such portion of said amount as may be necessary, be paid out of any moneys in the Treasury not otherwise appropriated, for the purpose of purchasing a suitable site for a national foundry for fabricating cannon for the use of the army and navy of the United States.

*Sec. 2. And be it further enacted,* That the President of the United States may call in his aid such competent officers in the public service as he may deem expedient, to aid in selecting and contracting for a site for such foundry, which site shall consist of not less than sixty acres of land.

*Sec. 3. And be it further enacted,* That such of the officers of the United States as the President may require shall report a plan for a national foundry, together with the cost of all the necessary buildings and materials necessary to carry into useful but moderate operation said proposed foundry; and that said plan be so laid down as to show its capacity for being enlarged whenever the national wants or emergencies may require its enlargement.

#### FROM BUENOS AYRES.

By the ship *Brutus*, from Montevideo, sailed December 4th, Buenos Ayres papers to the 26th of November inclusive, are received. Affairs between the French and the Buenos Ayreans remained pretty much *in statu quo*. The blockade had caused a great accumulation of vessels in the port of Monte Video, where there were about 150 sail of foreign ships, and 50 coasters, when the *Brutus* sailed. The French squadron consisted of 12 sail; one 64, two 28s, two 22s, one 20, three 18s, one 16, one 10, and two of 4 guns.

The U. S. schooner *Dolphin* and sloop of war *Fairfield* were at Buenos Ayres; the former from Monte Video, the latter from Rio Janeiro.

There had been a correspondence between Lieut. Mackenzie, of the *Dolphin*, and the French Admiral, relative to the firing of one of the French vessels into the American *barque Madonna*, as she was going out of Monte Video. The Admiral made all requisite apology, and arrested the captain of the vessel that fired.

The French frigate *Expeditive*, composing one of the blockading squadron at Buenos Ayres, is said to have been totally lost, near Martin Garcia, about the 17th Nov. The crew had been saved.—*New York Commercial Advertiser.*

#### WASHINGTON CITY;

THURSDAY, ..... FEBRUARY 14, 1839.

**AN INQUIRY** into the Causes of the Rise and Fall of the Lakes, embracing an account of the floods and ebbs of Lake Ontario as determined by a long series of actual observations, and an examination of the various opinions in regard to the late unprecedented flood throughout the chain of great lakes. To which is annexed a letter to Dr. H. H. SHERWOOD, on his Theory of Magnetism. By EDWARD GIDDINS. Lockport, N. Y.

The subject of Mr. Giddins' Inquiry is not merely curious or speculative. "The fluctuations of the Lakes," he says, "formerly attracted but little notice, being deemed scarcely worth a thought; but since the rise of water has begun to affect many, residing on the lake borders, in a pecuniary point of view, the subject has grown to one of much interest, not only to such as are thus affected, but to every one who has a scientific turn of mind." His observations are confined chiefly to Lake Ontario, in the immediate vicinity of which he resided from 1815 to 1827, and had constant opportunities of observing its fluctuations; but the facts, and reasoning as to the causes, will apply equally well to others of the great chain of lakes.

It appears that in Lake Ontario there is a regular annual flood and ebb, or rise and fall in the depth of the waters. They are at the highest stage about midsummer, and at the lowest about midwinter. After the ebb, or fall to the lowest stage, they continue for some time stationary—that is during the winter, from November or December, until March or April. This last fact, that the waters continued at the lowest stage during the season of frost or ice, might, we think, have pointed at once to the true cause of the fluctuation—the interruption of the usual supplies of water to the lake by congelation, and the subsequent restoration of the supplies by the thaw, commencing in the spring and not fully completed until June or July. But instead of alighting to this fact, which Mr. Giddins has pointed out, the fluctuation in the depth of water in the lake has been attributed to various other causes—evaporation, expansion or dilatation of the waters by heat in summer, astronomical causes, and even to magnetism. In discussing and disproving the adequacy of these causes, Mr. Giddins displays an observing and philosophising spirit, and a close mathematical turn of reasoning, which render his remarks well worth perusing. He does not seem, however, to account sufficiently for the fact, that since 1834 the floods in the lake have invariably exceeded the ebbs, so that a consequent yearly rise of the waters has ensued, until last summer (1838) found them higher than they have been known for fifty years.

Appended to the Inquiry is a letter addressed to Dr. HENRY HALL SHERWOOD, of the city of New York on the subject of his memorial to Congress, in which he

professed to have invented an instrument, called the geometer, by which he could determine, by the dip of the magnetic needle, the latitude and longitude of any place on the surface of the globe. This memorial was laid before the Senate, in June, 1838, and referred to the Committee on Naval Affairs, of which Mr. Rives was chairman; and the committee state in their report, that they "are fully persuaded that the discoveries and invention of Dr. Sherwood are entitled to the most serious consideration of the public, and to the encouragement and patronage of Congress." Mr. Giddins does not hesitate to insinuate pretty boldly, that this application to Congress was a deliberate attempt at imposture: and truly, from the absurdities and inconsistencies which he points out in the theory of Dr. Sherwood, it would seem that the Committee on Naval Affairs were grossly duped, either by design or ignorance. This is the more to be regretted, as it is seldom that a committee of Congress displays such liberality towards projectors; and therefore the severity of Mr. Giddins' letter is not altogether uncalled for. There is at least nothing new in the attempt to discover the longitude by means of the dip and variation of the needle. It was tried by Whiston, about the year 1729, and afterwards by Zachariah Williams, who was for some time supported out of the reward appropriated by the British Parliament, and who published a treatise accompanied by a set of tables of variations, calculated from 1660 to 1860: but his plan was submitted to Sir Isaac Newton, and by him pronounced visionary.

ON THE COURSES OF HURRICANES; WITH NOTICES OF THE TYFOONS OF THE CHINA SEA, AND OTHER STORMS; BY W. C. REDFIELD, Member of Conn. Academy of Arts and Sciences, Corr. Member of U. S. Naval Lyceum, the Albany Institute, &c.

It has been said, somewhat jeeringly, of attempts to subject such proverbially fickle agents as wind and weather, to calculation, that all that we are likely to know of the matter is contained in the verse of Ecclesiastes—"The wind goeth towards the south, and turneth about to the north; it whistleth about continually, and the wind returneth again according to his circuits." The application, made in jest, contains not a little truth; and it is somewhat singular that the germ of a correct theory of storms should apparently be found in a verse of scripture, which is more generally understood in a poetical than in a practical and scientific sense.

The present publication of Mr. Redfield cannot well be understood or appreciated without a reference to his previous papers, (first published, he says, at the suggestion of Professor Olmstead, whose name is itself "a tower of strength;") and also to the treatise on the law of storms, by Lieut. Col. Reid, of the Royal Engineers, in which honorable and flattering mention is made of Mr. Redfield's labors. The subject is one of not a little interest and importance to nautical men, and it is to be wished that our

naval commanders generally would make themselves acquainted with the information and discussions which have already been elicited. The evidence now adduced by Mr. Redfield to show the analogy between the tyfoons of the China sea and the hurricanes of the north Atlantic, is as conclusive as could be expected, considering the difficulty of obtaining correct data and information on such subjects.

With regard to the New Jersey tornado of 1835, Mr. Redfield states, in opposition to Professor Bache, and others, that he examined the track of the tornado a few days after its occurrence, and having twice repeated the examination at later periods, he observed numerous facts demonstrating, besides the whirling character of the tornado, and the inward tendency of the vortex at the surface of the ground, that the direction of the tornado was towards the left, as in the north Atlantic hurricanes—a result which he had not previously expected, as it appeared probable that the direction of rotation in these small whirlwinds must be entirely accidental.

An examination of the logs of vessels which have encountered the tyfoons in the China sea—and of information contained in the English paper published at Canton—shows that the tyfoons are progressive whirlwind storms, turning to the left about the axis of rotation, moving in a westerly or northwesterly direction, at the rate of about seventeen nautical miles per hour, and not controlled or materially influenced in their direction by the existing monsoons. The diameter of the tyfoon in 1835, in which the British ship of war Raleigh was captured, was about 400 nautical miles, or equal to six or seven degrees of latitude. A remarkable fact in the character of these tempests is the fall of the barometer which attends them, and which Mr. Redfield attributes to the rotative action, the point of greatest depression of the barometer indicating the true centre or axis of the storm.

At the close of this tract, Mr. Redfield remarks: "It will be found difficult to reconcile with the received theory of winds the facts which have claimed our attention while pursuing this inquiry. To me it appears that the courses of the great storms may be considered to indicate, with entire certainty, the great law of circulation in our atmosphere; and that the long cherished theory which is founded upon caloric rarefaction must give place to a more rational system of winds and storms; founded mainly upon the more simple conditions of the great law of gravity." Many will probably think that this is going too far; nor do we, (only partially informed,) see the necessity of getting rid so summarily, or at least *in toto*, of this "long-cherished theory," which is based upon an indisputable truth and principle. At all events the foundation must remain, though the superstructure should be proved to be faulty; and in discussing any theory of winds, it would seem absurd to reject all consideration of "caloric rarefaction."

## FLORIDA WAR.

*Correspondence of the Army and Navy Chronicle.*

CAMP AT FORT BUTLER, January 17, 1839.

SIR: As the friends of officers are always anxious to hear of their location, I will give you a list of those present at this place under the command of Lieut. Col. Fanning. We have been here but a short time, and hourly expect orders to move. The following is accurate, I believe.

Lieut. Col. Fanning, commanding; Dr. Stinnecke, Surgeon; Capt. Morris, Lieuts. Freeman, Williams, Pemberton, and Bradford; Lieut. Miller, adjutant to the command—all of the 4th artillery.

Major Childs, Capt. Davidson, Lts. Poole, Mock, Sherman, Mackall, Shover, and Brown, of the 3d artillery.

Capt. Russell, Lieuts. McKinstry, and Woodruff, of the 2d infantry; and Lieuts. Merrill and Sibley, of the 2d dragoons.

Capt. Searle is Quartermaster at this post, and Lt. Darling, Commissary. Lt. Ransom, of the Dragoons, has a detachment of his regiment at the post. Capt. Fulton, Lts. Hardee and Newton, and Dr. Abadie, with a detachment of the 2d dragoons, are at Volusia, directly opposite. Capt. Vinton's company of the 3d artillery was left to garrison Fort Brooke on the Ocklawaha river. Lt. Taylor's company was left half way between Fort Brooke and Fort Shannon, at Pilatka, on the St. John's. W.

GAREY'S FERRY, BLACK CREEK, E. F.,

January 23, 1839.

DEAR SIR: Presuming that any information relating to affairs in this quarter would be interesting to you, I will give you what little news there is stirring. Colonel Fanning's command has returned from its expedition to the Ocklawaha river. Fresh trails were perceived, and evident signs of the Indians having run away at the approach of the troops. The command returned to Fort Butler by way of Silver Springs, and has since been reduced by detaching four companies of the 3d artillery to the south-eastern coast; two companies go to Fort Pierce, on Indian river; the officers of the battalion are—Major Childs, commanding; Lieutenants Poole, Mock, Shover; Dr. Conrad; Lieutenant Sherman, Quartermaster; Lieut. Brown, Ordnance officer.

One company to Key Biscayne, commanded by Captain Vinton, with Lieut. Rodney, Commissary, and Dr. Baldwin. The other companies to Fort Lauderdale, on New river, commanded by Captain Davidson, with Lieut. Mackall and Dr. Hughes.

The companies under Major Childs left yesterday in the steamboat Gaston; the other companies leave to-day in the Santee. Captains Winder and Beall, of the Dragoons, captured fifteen Indians near the Ocklawaha, three days ago; these Indians report that their friends fill the country from Fort Mellon to Black creek, but in such small squads, that it is not difficult for them to find hiding places. Captain

Beall's company of Dragoons arrived here yesterday, on their way to Trader's hill, but has since been ordered back to where the fifteen Indians were captured. I believe Colonel Twiggs goes with them, in this morning's boat. Colonel Twiggs commands on this side of the peninsula, and is a very indefatigable officer.

Nothing has been heard from Sam Jones of late, except the old story of his warriors dying off with the dysentery. Last winter we believed it, but do not now. There is no probability of the war being at an end for some time to come; the Indians seem determined to remain until actually driven out by superior force. This will require a long time yet. The duration of this war, in my opinion, depends entirely on the will of the Indians; they can remain or not, as best suits their caprice, at least for some years.

A wagoner, going from Fort Brooke to Pilatka, a few days since, was shot at by a party of six Indians, and hit by a ball in the chest; he is dangerously wounded, but probably will recover. A detachment in pursuit came up with their camp a short time after, but the Indians escaped into the hammock.

We have had no news from the other side of late; at the last accounts, Col. Cummings, with some of the artillery and infantry, was cutting a road from Tampa Bay to Fort Mellon.

When any thing new occurs, I will immediately let you know of it. A.

U. S. SHIP FALMOUTH, Panama, Dec. 16, 1838.

The U. S. ship Falmouth sailed from Callao, Nov. 29; touched for a few hours at Payta, on the 4th of Dec., and arrived at Panama on the 16th Dec., 1838. The North Carolina, Commo. Ballard, was at Callao when the Falmouth sailed. The schr. Enterprise, Lieut. Com'dt Harry Ingersoll, was also at Callao, to sail for Valparaiso, Dec. 3d. The brig Boxer, Lieut. Com'dt Nicholson, was cruising between Callao and Payta. The Lexington still on the coast of Mexico. Lieut. Com'dt Glendy, late of the Enterprise, came passenger in the Falmouth to Panama, having in charge despatches from the consul at Lima, for the State Department.

Negotiations for a peace with Chili had been opened by Santa Cruz, through Mr. Wilson, Her Britannic Majesty's Chargé d'Affaires; but were rejected by the Chilian Minister EGANA. There is, therefore, no immediate prospect of a termination of hostilities.

The following is a list of the officers of the Falmouth:

ISAAC MCKEEVER, Esq., *Commander*; William B. Lyne, Lewis G. Keith, John J. Glasson, Ferdinand Piper, *Lieutenants*; Edwin J. DeHaven, *act'g Master*; Robert Pettit, *Purser*; William Whelan, *Surgeon*; Charles Win. Tate, *Asst Surgeon*; R. M. Harvey, *Passed Midshipman*; S. C. Barney, T. H. Patterson, Richard Allison, Courtlandt Benham, R. H. Getty,

*Midshipmen; Henry LaReintre, Captain's Clerk; William Ward, Sailmaker; John Knight, act'g Boat-swain; Daniel James, act'g Gunner; John Rainbow, act'g Carpenter; Elisha Franklin, Purser's Steward.*

An officer of the navy, who came up from Norfolk on Monday, informs us that the frigate *Macedonian* had not sailed on Sunday. The *Beacon*, of Saturday, states, on the authority of the pilot, that the frigate has been detained by the low stage of the water, there not being sufficient to take her over the shoal places, into Hampton Roads. The *Herald*, of Monday, contradicts the report, and says that "at all times of the year, and 'stages of the moon,' there is sufficient depth of water in the shoalest part of the river to take the largest ships in the navy to sea." The *Herald* adds that the *Macedonian* would sail on Tuesday—the day before yesterday.

Lieut. W. M. GLENDY, late commander of the U. S. schooner *Enterprise*, arrived in Washington on Sunday last, over land: on the Pacific, via Panama, Chagres, Kingston, Jam., and New York. Lieut. G. was the bearer of despatches.

The U. S. packet brig *Consort*, Lieut. Comd't. W. H. GARDNER, will sail from New York for Vera Cruz, on the 1st March.

**NATIONAL FOUNDRY.**—We are indebted to the Hon. W. COST JOHNSON, chairman of the Special Committee, for a copy of his able Report on the establishment of a National Foundry. Viewing the subject as one of great importance to the country, we have made room for the report, though of much length, at the earliest possible day.

**STOMACH PUMP.**—Dr. N. C. Barrabino, of the U. S. navy, while a student of medicine in Paris, invented (or rather improved) a stomach pump, which is said to be the simplest and most ingenious of any in use. Dr. B.'s pump was highly approved by M. Dupuytren, and other eminent members of the medical faculty of Paris; and he also received a gold medal for it in Philadelphia.

#### ARRIVALS AT WASHINGTON.

Feb. 8—Capt. J. P. Simonton, 1st Drags.	Fuller's.
11—Lieut. M. Knowlton, 1st Arty.	Gadsby's.
Capt. B. L. Beall, 2d Drags.	G. Taylor's.
Lt. L. B. Norrhop, 1st Drags.	Fuller's.

#### PASSENGERS.

New York, Feb. 8, per ship *Emily*, from Kingston, Jam., Lieut. W. M. Glendy, of the navy.

CHARLESTON, Feb. 5, per steam packet *W. Seabrook*, from Savannah, Captains W. W. Tompkins and B. L. Beall of the army.

#### DOMESTIC INTELLIGENCE.

*From the Baltimore Sun, Feb. 5.*

#### COMMODORES PORTER AND ELLIOTT.

We received some days since, to which we give publicity, a statement from a correspondent in reference to the understanding existing between Commodores Porter and Elliott. Below we give a letter received yesterday from Commodore Porter, enclosing the accompanying correspondence, which, as

he says, we think will do away all "misconception" in reference to it.

GEORGETOWN, Feb. 3, 1839.

MESARS. EDITORS: To correct all misconception as to my opinions and feelings at the time I met Commodore Elliott in Baltimore, I send you the enclosed correspondence, which I will thank you to publish with this letter.

With great respect, your very ob't. serv't.

DAVID PORTER.

CHESTER, Dec. 24, 1838.

SIR: I have the honor to enclose to you the copy of a letter which I addressed to Commo. Elliott, occasioned by courtesies offered to me publicly, while I was removing from the Washington rail road cars in Baltimore, to those which come to this place.

I have the honor to be, with great respect,

Your very obedient servant,

DAVID PORTER.

Hon. J. K. PAULDING,

*Secretary of the Navy.*

CHESTER, Dec. 22, 1838.

SIR: To avoid any misconception as to my receiving and returning any courtesies from you, I have to request the favor, should we meet, that you will consider me as a perfect stranger, until the reports which are in circulation prejudicial to you, are removed by the decision of a competent tribunal.

The reason for making this request is, that I have three sons in the navy, who I am unwilling should think that I treat such reports lightly.

I am, with great consideration,

Your very obedient servant,

DAVID PORTER.

Com. J. D. ELLIOTT.

PHILADELPHIA, Jan. 3, 1839.

SIR: Your note of the 22d ultimo is received. It cannot be more agreeable to you than to myself that our acquaintance should cease.

I am, sir,

JESSE DUNCAN ELLIOTT.

To DAVID PORTER, Esq.

GEORGETOWN, Jan. 6, 1839.

SIR: I have received a note from Commodore Elliott, of which the enclosed is a copy, on which I shall only remark, that the man who is so indifferent to opinion, and so reckless of his own character, is, I should think, an unfit example to the younger officers of the navy.

I have the honor to be, with great respect,

Your very obedient servant.

DAVID PORTER.

Hon. J. K. PAULDING,

*Secretary of the Navy.*

#### UNITED STATES STEAM SHIP FULTON.

NEW YORK, Jan. 30, 1839.

To Commo. CHARLES G. RIDGELY,  
in command of the *Navy Yard, Brooklyn*:

SIR: The underwriters of this city have noticed, with great pleasure, your promptness in despatching the U. S. steam ship *Robert Fulton*, to the relief of the brig *Borodino*, dismasted outside of Sandy Hook, in the late gales. The efficient services rendered by Lieut. Comd't. West, in bringing the distressed vessel safely into port during the bad weather, and through the quantities of ice then obstructing our harbor, were very satisfactory; and we have to tender you, and the officers and men detailed for that duty, the thanks of the Board of Underwriters, for the aid rendered on that occasion.

We are, with great respect, your obedient servants,

WILLIAM NEILSON

*President of the Board of Underwriters of N. Y.*

WALTER R. JONES,

*Secretary of the Board.*

To Messrs. WILLIAM NEILSON, President of the Board of Underwriters of New York, and WALTER R. JONES, Secretary:

GENTLEMEN: I am honored with your communication of the 30th ultimo, tendering to myself, Lt. West, and the officers and crew of the steamer Fulton, the thanks of the Board of Underwriters of the city of New York, for the prompt services of the Fulton in affording relief to the brig *Bornadino*.

As you have requested, I have made known to Lieut. West and the officers and crew of the Fulton, the thanks tendered them; and I pray leave to assure you it will always afford me the highest gratification to afford assistance and protection to the commerce of our common country.

I am, gentlemen, very respectfully, your obedient servant,

CH. G. RIDGELY.

NAVY YARD, NEW YORK, Feb. 1, 1839.

**THE S. S. EXPLORING EXPEDITION.**—A letter received at the Philadelphia Exchange from an officer on board the U. S. ship *Peacock*, of the South Sea Exploring Expedition, dated Rio, Nov. 23, 1833, says: The *Peacock* arrived there on the 21st, and the remainder of the fleet arrived on the 23d Nov.—officers and crews all well. All vessels will be overhauled that may require it, and completely fitted out and sail for Valparaiso, the next port they expect to touch at. The officers and crews are in high spirits, and are well supplied with warm clothing, &c., to meet the extreme cold in the South Seas.

**MARINES**—We have seen suggestions occasionally thrown out within a year or two past, that the marines are a useless branch of the naval service, consequently can be dispensed with without inconvenience, and thus a considerable amount of annual expenditure saved to the country. We conceive this to be a very unsound and dangerous doctrine, which we hope will never prevail to any considerable extent. The marine is a highly important branch of the naval service, and whatever opinions may be expressed by some of our veteran naval officers, we hope it will never be abolished. It is well known that many acts of insubordination, and attempts at mutiny have been quelled and prevented by the existence of a corps of marines on board ships of war—and their services where crews have been compelled to land and attack an enemy, their superiority in discipline being so great, is well known. To break up the marine corps, would be to give a fearful, perhaps fatal, blow to our young navy.—*Boston Journal*.

The glory of our gallant little navy is so identified with the short but eventful history of our country, that it is impossible to regard it with other feelings than those of love and esteem. In all collisions with foreign powers, whatever reverses of fortune may have attended our brave and patriotic army,—and on some occasions they have been such as to make the heart of every American to experience the deepest regret,—the successes of our ships have been such as to reflect honor on our national banner. Whether we look back to the short misunderstanding with France, in which a TRUXTON gathered unfolding laurels; to the Tripolitan war, distinguished as it was by deeds of the most heroic character; or to the late conflict with Great Britain, there appears to have attended our operations at sea a brilliancy of achievement scarcely to have been anticipated by the most sanguine admirers of the prowess of our countrymen. On the occasion last referred to, confident as our countrymen were that in the event of a meeting between our vessels of war and those of the enemy of equal force, all would be done that could be effected under the circumstances, fears were entertained by all but the long experience

of our antagonists might give them victory. Such however was happily not the case. In the first conflict that ensued, in which our *HULL* had to contend with the skill and bravery of a *Dacres*, sustained by the unflinching courage of a gallant and veteran crew, the charm of British invincibility was broken, and the world was taught to know that Britons could be beaten on the waves of which they had claimed the exclusive sovereignty. Subsequent battles in which a *BAINBRIDGE*, a *JONES*, a *STEWART*, a *PERRY*, and a *MACDONOUGH*, sustained the honor of the "stripes and stars," gave confirmation of the superiority of American seamanship and gunnery. Even in cases where the results were unfortunate, there attached no discredit to our flag, the circumstances under which they took place being of such a nature as to account satisfactorily for the disastrous issues. Nor did the fate of the *Chesapeake*, ill omened as it was, tarnish the national fame, the loss of that ship being attributable, as is believed, to accidental causes beyond the control of human foresight; whilst the gallant but unfortunate *LAWRENCE* uttered in his dying moments a war cry that will cheer the American sailor so long as a national ship shall float. "Don't give up the ship"—were his last words, and they will find an echo in the bosom of every kindred spirit that may succeed him in the service.

Under such circumstances it is not to be wondered at that the navy should have always been the object of the deepest affection on the part of our countrymen. They behold in its wooden walls the protectors of our rights and the avengers of our wrongs. Wherever these floating citadels sustain the flag of our country, the name of American is respected and honored. To those who would regard us as foes they bear defiance, whilst to such as may wish to esteem us as friends they carry the tidings of good feeling and the solaces of unbounded hospitality and humanity. At sea our officers are almost without exception cool, self possessed and fearless; on shore, urbane, frank and generous. Whilst conscious of their real worth, they exact nothing of their fellow citizens, they receive, as they should do, all that can be desired on the score of deference and respect. Among the greatest ornaments of general society, their presence is courted and their companionship invited, whilst to such as enjoy the privilege of beholding them in the quiet seclusion of the domestic circle, they are examples of strict attention to all the ties of near relationship. Let none then venture to asperse a fame ennobled by all the recollections of our country's existence, and instead of permitting their names to be sullied by ungenerous imputations, let all recognize their worth and protect their reputation from the obloquy which mortified vanity or unjust prejudice may attempt to cast upon them.—*Baltimore American*.

We are highly gratified to find that the idea of employing apprentices in our armed and commercial marine is daily gaining ground. America should not be dependent on foreign nations for sailors, as she must be until we have a supply of native seamen adequate to our wants. Without some such regulation as the one proposed, it cannot be expected that our own countrymen can compete with people from abroad who can afford to serve for much less money, and yet be better off than at home. The evil is not so severely felt during a time of general peace, but it must be borne in mind that should a war take place, each nation will be claiming its own seamen, and then what shall we do for a supply? Our youths are deterred from entering the naval service by the presence of foreigners; consequently our sailors are chiefly from abroad, and when they shall be taken away there will be none to supply their places. There is another reason why we wish to see Americans having the management of our ships. There is a looseness of morals among sailors of other countries

which renders them unfit guardians of our property. Compare, if you please, the seamen on board of our whale ships, the hardy sons of the New England States, with the sailors of Europe generally, and they will be found as superior as one race of men can be to another. The first are orderly, honest and sober, whilst the latter are addicted to every description of dissipation. Let our young men be apprenticed and well educated, and then our ships will be in the custody of their proper guardians.—*Ibid.*

**OUR NAVY.**—It seems to us all important that Congress should authorize, at the present session, an increase to our navy. We have very few ships in commission, in comparison with the extent of our commerce, and in view of the present state of affairs in the Gulf of Mexico and in the Pacific ocean, where war is raging between Chili and Peru. On this coast we have an extensive commerce which needs the needful care of our navy. On the the northwest coast of America our trade is interrupted by the armed ships and subjects of Russia, and we have not a single ship of war there. Our ships and fellow citizens who are pursuing a lawful commerce in the East Indies, are *robbed and murdered* by the Malay pirates. These are strong reasons why we should have an increase to our naval force; some 25 or 30 sloops of war should be put into commission, and distributed wherever we have commerce. Our navy must be looked to.—*United States Gazette.*

#### LATEST FROM MEXICO.

NEW ORLEANS, Jan. 31.—By the arrival of the U. S. cutter Woodbury, Capt. Nicholas, from Vera Cruz, we have received dates from that place of the 16th instant, and from the city of Mexico to the 9th inclusive. The most important news is contained in the following letter from an officer of the latter.

*Correspondence of the Louisianian.*

U. S. GOVERNMENT PACKET WOODBURY,

*S. W. Pass, January 26.*

GENTLEMEN: Deeming it of importance to our commerce in the Gulf of Mexico, that the merchants should have early information as to the position now taken by the French squadron, I beg you will publish the following statement:

On Wednesday week last, Capt. Paulling of the U. S. ship *Levant*, made an official call upon Admiral Baudin, the commander in chief of the French forces, in the Gulf of Mexico. The Admiral informed Capt. P. that the ports of Tampico and Matamoros were, for the present, opened to commerce, and pledged himself that they should not be again closed without timely notice being given. The port of Vera Cruz, I am sorry to say, is again closed. Merchant vessels are, however, permitted to anchor, but not suffered, under the penalty of confiscation, to land any portion of their cargoes. All ports south of Vera Cruz are as heretofore blockaded. The city of Vera Cruz is now held by a small Mexican guard. Its inhabitants have, by the order of Santa Ana, abandoned the city, with all their moveable effects. The army of Santa Ana is encamped about 12 miles in the interior. There are no active hostilities going on between the belligerent parties; but the very worst feeling prevails. Santa Ana had threatened to destroy the walls of the city, and when I left had introduced powder for that purpose.

Your ob't servant,

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#### NAVAL INTELLIGENCE.

##### OFFICIAL CORRESPONDENCE.

U. S. SHIP INDEPENDENCE,

*Rio de Janeiro, 27th November, 1838.*

SIR: I have the honor to state, for the information of the Department, that by a late arrival from the Rio de la Plata, the intelligence has reached here of the declaration of war by General Rozas against the French nation and the provinces of the Banda Oriental.

At Montevideo, every thing remained quiet, and, in

consequence of the restoration of peace, commerce had begun to revive.

The Fairfield and Dolphin still continue at the Rio de la Plata, for the protection of our commerce.

The Exploring Expedition have all arrived at this place, the Relief having arrived last night, after a tedious passage of one hundred days from the United States.

I am happy to say that the officers and crew of this ship continue in excellent health.

I have the honor to be, sir, with much respect, your obedient servant,

JOHN B. NICOLSON,

*Capt. com'g U. S. Naval Forces  
on the Coast of Brazil.*

Honorable JAMES K. PAULDING,

*Secretary of the Navy.*

FLAG SHIP VIACENNES,

*Rio de Janeiro, Nov. 30, 1838.*

SIR: I regret to inform you of the death of James Smith, third, seaman of this ship, on the 25th inst., by drowning in this harbor, while engaged in the boat towing from the shore a tank of water.

I cannot omit bringing to your notice the bold and praiseworthy conduct of Passed Midshipman William May, who was in charge, and immediately leaped overboard to save Smith, but did not succeed in saving him, as he sunk almost immediately, owing to his having received a blow from an oar accidentally while passing the tow rope.

I have the honor to be, sir, most respectfully, your obedient servant,

CHARLES WILKES,

*Com'g Exploring Expedition.*

Hon. JAMES K. PAULDING,

*Secretary of the Navy, Washington.*

The following letters are furnished for publication, solely for the purpose of correcting erroneous impressions respecting the manner of Mr. Boyle's retirement from the office of Chief Clerk of the Navy Department: JANUARY 16, 1839.

SIR: After active service in the Department for nearly twenty-six years, it is a matter of sincere regret that any act of mine should subject you to difficulty.

Grateful for the confidence reposed, as well as the kindness uniformly manifested towards me, that neither the President of the United States nor yourself may experience embarrassment on my account, I tender for acceptance my resignation as Chief Clerk.

I am, very respectfully, sir,

Your obedient servant,

JOHN BOYLE.

Hon. JAMES K. PAULDING,

*Secretary of the Navy.*

NAVY DEPARTMENT, Jan. 17, 1839.

SIR: Your letter of yesterday, signifying your resignation of the office of Chief Clerk of this Department, was received last evening.

In accepting it, I cannot omit the expression of my regret that a circumstance in no way reflecting on your character, capacity, or usefulness, should have made this step necessary; and that I should, in consequence, lose the services of one whose long experience and faithful assiduity were so valuable to me at this time.

With the most sincere wishes for your future prosperity and happiness, I remain your friend and servant,

J. K. PAULDING.

JOHN BOYLE, Esq., Washington.

#### ARMY.

##### OFFICIAL.

GENERAL } HEAD QUARTERS OF THE ARMY,  
ORDERS, } ADJUTANT GENERAL'S OFFICE,  
No. 15, } Washington, Feb. 13, 1839

THE subjoined list, received from the War Office, is published for general information:

"THE following named officers have been appointed by the President, by and with the advice and consent of the Senate, to take rank from the 7th of July, 1838, and relatively, according to the order upon this list.



## "CORPS OF TOPOGRAPHICAL ENGINEERS.

## Colonel.

"John J. Abert, 7 July, 1838.

## Lieutenant Colonel.

James Kearney, 7 July, 1838.

## Majors

Stephen H. Long, 7 July, 1838.

Hartman Bache, 7 July, 1838.

James D. Graham, 7 July, 1838.

William Turnbull, 7 July, 1838.

## Captains.

William H. Swift, 7 July, 1838.

Wm. G. Williams, 7 July, 1838.

Augustus Canfield, 7 July, 1838.

Campbell Graham, 7 July, 1838.

W. B. Guion, 7 July, 1838.

George W. Hughes, 7 July, 1838.

Thomas J. Cram, 7 July, 1838.

John McClellan, 7 July, 1838.

Washington Hood, 7 July, 1838.

John Mackay, 7 July, 1838.

## First Lieutenants.

Howard Stansbury, 7 July, 1838.

Thomas B. Linnard, 7 July, 1838.

Joseph E. Johnston, 7 July, 1838.

Thomas J. Lee, 7 July, 1838.

A. A. Humphreys, 7 July, 1838.

Wm. H. Emory, 7 July, 1838.

John N. Macomb, 7 July, 1838.

J. H. Simpson, 7 July, 1838.

J. E. Blake, 7 July, 1838.

A. P. Allen, 7 July, 1838.

## Second Lieutenants.

Lorenzo Sitgreaves, 7 July, 1838.

W. H. Warner, 7 July, 1838.

J. C. Woodruff, 7 July, 1838.

J. W. Gunnison, 7 July, 1838.

E. P. Scammon, 7 July, 1838.

K. McLane, 7 July, 1838.

C. N. Hagner, 7 July, 1838.

W. R. Palmer, 7 July, 1838.

C. Fremont, 7 July, 1838.

Joseph D. Webster, 7 July, 1838.

THE above order of relative rank will supersede the arrangement seen in the corrected Army Register, published in September, 1838, and in the annual Register, for 1839.

BY ORDER OF ALEXANDER MACOMB,

MAJOR GENERAL COMMANDING-IN-CHIEF:  
R. JONES, *Adj't. Gen.*

## NAVY.

## ORDERS.

- Feb. 7.—Comm'r. H. Henry, Rendezvous, Baltimore.  
Lieut. W. F. Lynch, steam ship Fulton.  
Lieut. J. W. West, detached from ship Fulton.  
Lieut. J. M. Watson, Rendezvous, Philadelphia.  
8.—Dr. W. S. W. Ruschenberger, do do  
Lieut. A. Sinclair, W. I. squadron.  
11.—M.J. O'Shaunessy, Naval School, New York.  
Baatswain J. Morris, detached from W. I. sq'n.  
RESIGNATION.  
Feb. 7.—George W. McLean, 1st Lieut. Marine Corps.

## U. S. VESSELS REPORTED.

WEST INDIA SQUADRON.—Com. Dallas, on the 27th ult., changed his broad pendant from the ship *Vandalia* to the *Eric*, on which occasion the customary salute was fired. Commander Smoot has assumed the command of the *Eric*.

Ship *Vandalia*, Comm'r. Levy, ordered on a cruise to the Gulf of Mexico.

Ship *Ontario*, Comm'r. McKenney, dropped down to the Navy Yard at Pensacola, 31st Jan., preparatory to a cruise.

Frigate *Macedonian*, Captain Kennon, bearing the broad pendant of Commodore Shubrick, at Norfolk on the 10th inst., ready for sea—expected to sail on the 12th.

BRAZIL SQUADRON.—Razee Independence, Commodore Nicolson, at Rio Janeiro, Dec. 22.

Ship *Fairfield*, Lieut. Comd't. Mackenzie, and brig *Dolphin*, Lieut. Comd't. Parviance, at Buenos Ayres, Dec. 4.

MEDITERRANEAN SQUADRON.—No returns from the *Ohio* since she sailed from New York, nor from the *Cyane* for several weeks past.

PACIFIC SQUADRON.—Ship *North Carolina*, Commo. Ballard, at Callao, Nov. 29—to sail about 10th Dec. for Valparaiso, and about 1st March for the United States.

Ship *Falmouth*, Capt. McKeever, at Panama, Dec. 16.

Ship *Lexington*, Capt. Clack, on the coast of Mexico, at the latest dates.

Brig *Boxer*, Lieut. Comd't. Nicholson, cruising between Callao and Payta.

Schr. *Enterprise*, Lieut. Comd't. H. Ingersoll, at Callao, Nov. 29, to sail for Valparaiso, Dec. 3.

EXPLORING EXPEDITION.—Ship *Vincennes*, Lt. Comd't. C. Wilkes, and Brig *Porpoise*, Lieut. Comd't. Ringgold, at Rio Janeiro Dec. 22, to leave for Montevideo the next day.

Ship *Peacock*, Lieut. Comd't. W. L. Hudson, and schooners *Flying Fish*, Lieut. Knox, and *Sea Gull*, Lt. Reid, had sailed on a cruise. They were expected to return in a few days to Rio Janeiro.

REVENUE CUTTERS.—New brig *Jefferson*, Lt. Comd't. Magoun, from Baltimore, bound to Mobile, went to sea on Monday, 4th inst.

## REVENUE CUTTER SERVICE.

Record of promotions, appointments, deaths, resignations, &c., in the revenue cutter service, since the 30th August last.

## PROMOTIONS.

Green Walden, to be Captain,	21 Nov. 1838.
Charles B. Childs, to be Captain,	14 Dec. 1838.
Henry B. Nones, to be Captain,	14 Dec. 1838.
Josiah Sturges, to be Captain,	13 Feb. 1839.
Thomas Sands, to be 1st Lieut.,	21 Nov. 1838.
Thomas Stoddart, to be 1st Lieut.,	14 Dec. 1838.
Charles B. Benford, to be 1st Lieut.,	14 Dec. 1838.
Arnold Harrolds, to be 2d Lieut.,	14 Dec. 1838.
Beverly Digges, to be 2d Lieut.,	14 Dec. 1838.

## APPOINTMENTS.

Fred A. Barstow, to be 3d Lieut.,	9 Nov. 1838.
John L. Probst, to be 3d Lieut.,	16 Nov. 1838.
John R. H. Canham, to be 3d Lieut.,	21 Dec. 1838.

## DEATHS.

Joseph Gold,	Captain.
Philmon Gatewood,	Captain.
David M. Stokes,	2d Lieutenant.

## RESIGNATIONS.

William A. Howard,	Captain.
Farnfold Green,	Captain.

## DISMISSION.

J. W. Hunter, Jr.,	2d Lieutenant.
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## MARRIAGE.

In New Orleans, on the 8th ult., Lieut. A. G. BLANCHARD, of the 3d infy., U. S. A., to Miss M. L. HERMOINE BENOIST, daughter of N. BENOIST, Esq.

## DEATHS.

In New York, on the 8th inst., after a lingering illness, Commander MARVIN P. MIX, of the U. S. navy, aged 52 years.

In Charleston, S. C., on the 31st ult., whither he had gone for the benefit of a more genial climate, Captain PHILEMON GATEWOOD, of the U. S. revenue service, in the 34th year of his age. Of few can it be more strictly said, he combined all the qualities which adorn the man and exalt the officer.

At Baltimore, on Sunday evening, 10th inst., after a short but severe illness, Midshipman WM. M. WALLACE, of the U. S. navy, eldest son of Thomas K. WALLACE, of Philadelphia.

At his residence in Jackson, Tennessee, on the 15th ult., WILLIAM STODDERT, Esq., formerly a resident of the District of Columbia. The deceased was the last surviving son of the late BENJAMIN STODDERT, the first Secretary of the Navy.

At the navy yard, Charlestown, Mass., on the inst. Mr. JAMES N. DAVIS, Sailmaker U. S. navy.

# ARMY AND NAVY CHRONICLE.

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METEOROLOGICAL JOURNAL, KEPT AT THE OBSERVATORY, CAPITOL HILL, THE MONTH OF JANUARY, 1839.  
Communicated monthly for the Army and Navy Chronicle.

Days of the Month	Phases of the Moon.	9 A. M.					3 P. M.					TEMPERATURE		RAIN or Snow.	Evaporation.
		Barometer.	Therm° F.	Therm° C.	WIND, Direction and Force.	Weather.	Barometer.	Therm° F.	Therm° C.	WIND, Direction and Force.	Weather.	Max.	Min.		
		Sun. Shade.					Sun. Shade.								
1		30.862	52°	8°	N'd & W'd	Light	30.850	00	26	N'd & E'd	Cloudy	26	3		
2		30.666	00	25	Eastward	do	30.572	00	36	Northward	do	36	22		
3		30.390	00	38	Calm	do	30.320	00	40	Eastward	Rain	40	34	60	
4		30.312	00	38	N'd & E'd	Light	30.324	00	39	Northward	do	39	31		
5		30.486	00	36	Calm	do	30.454	00	36	do	do	37	32		
6		30.500	00	24	Calm	do	30.476	00	35	Southward	do	35	24		
7		30.192	00	24	Southward	Light	29.914	00	39	do	do	41	23		
8		30.041	74	42	N'd & E'd	Fresh	30.168	64	42	N'd & W'd	Clear	42	24		
9		30.420	62	28	Calm	do	30.368	00	38	N'd & E'd	Light	38	24	14	
10		30.180	41	36	do	do	30.100	00	46	Southward	do	46	30		
11		30.192	76	41	do	do	30.126	54	62	do	Cloudy	62	34		
12		30.068	59	52	do	do	30.064	78	66	Westward	Clear	66	44	-04	
13		30.434	68	38	do	do	30.316	00	48	Calm	Cloudy	48	34		
14		30.094	00	40	Southward	Light	30.036	00	37	Eastward	Rain	40	35	65	
15		29.982	00	28	N'd & E'd	Squally	30.020	00	26	Northward	Fresh	34	22	1.15	
16		30.190	00	24	Northward	Light	30.190	51	26	N'd & W'd	Clear	28	20	06	
17		30.306	56	18	Southward	do	30.265	00	30	Northward	Cloudy	33	08		
18		30.228	00	31	Calm	do	30.186	00	40	Southward	do	41	08		
19		29.982	00	32	do	do	30.062	00	26	N'd & W'd	do	36	24		
20		30.256	62	18	Southward	Light	30.158	60	27	N'd & E'd	Moderate	27	10		
21		29.876	00	30	Calm	do	30.068	00	34	N'd & W'd	Cloudy	35	19		
22		29.972	48	22	Southward	Light	29.676	00	34	Southward	do	34	14		
23		29.790	38	17	W. N. W.	Gale	30.072	00	15	N'd & W'd	Clear	30	08		
24		30.322	50	12	Calm	do	30.282	50	25	N'd & W'd	do	25	06		
25		30.272	00	23	N'd & W'd	Light	30.084	00	35	N'd & E'd	Rain	35	22	1.50	
26		29.350	00	38	N'd & W'd	Strong	29.256	00	38	N'd & W'd	Cloudy	38	20	60	
27		29.606	00	30	do	do	29.814	38	26	do	Clear	30	21		
28		29.750	58	13	Gale	do	29.771	60	23	do	Fresh	28	18		
29		29.550	66	32	do	Light	29.800	00	46	Calm	Cloudy	35	28		
30		29.916	00	29	Southward	do	29.760	00	46	N'd & W'd	do	46	32		
31		30.250	58	36	Calm	do	30.226	00	37	Westward	Light	37	32		
		30.149	58	31			30.119	58	37			38	24	4.74	0.91

REMARKS.—January 1, 1839—at 30 a halo formed around the moon which continued to the culmination quite distinct; disappeared entirely about 1 h. 30'. Jan. 8, at 4 A. M. the wind shifted to the Northward and Westward, and commenced blowing very heavy, moderated at sunrise. Jan. 14, commenced raining at 30 P. M. Jan. 19, an Aurora Borealis, which continued from 6.30 P. M. until 10.30 P. M. It extended from N. E. to N. W. and presented the appearance of a faint light, interrupted with frequent flashes. It was not at any time very distinct. Jan. 27, at 6.30 A. M. a heavy squall from the Westward, and continued to blow heavy until 4 P. M.; at 4 fresh, at sunset moderate. Jan. 28, commenced raining at 1.30 P. M. and continued until 3 A. M. of the 29th.

## MISCELLANY.

## COMMODORE PORTER.

To the Editor of the *Globe*.

SIR: In the caption of article published at Philadelphia, in the *Ledger* and *Daily Transcript*, of January 12th, the writer says that I "had applied for my restoration to my former rank and emoluments as a captain in the navy;" and after asserting that this is a project of the present Secretary of the Navy, says:

"Perhaps the Secretary may suppose that the restoration of Commodore Porter would drive the old officers from the service, and he may indulge some wish to that effect. If this be done, we shall never obtain the like, for the honorable spirits from which such characters are made, will avoid a navy that expects its veterans, in the autumn of their days, by violations of fundamental rules, to gratify private picas or partialities. But, besides the veterans, this step would cost us the junior officers, for not one of them would remain after being superseded in a manner so exceptional."

My positive assertion, published in the *Globe*, that I never had applied to be restored to my former rank in the navy, and never intended to do so, ought to satisfy every one that this determination was not made without due reflection.

Independent of the treatment which drove me to seek service abroad, there are other considerations why I ought not to return to the navy, and these are explained in my letter to the honorable Secretary of the 14th January, of which I take the liberty to send you a copy, which is as follows:

GEORGETOWN, Jan. 14, 1839.

"MY DEAR SIR: Not willing that you should think me whimsical or capricious, after what has passed on the subject of my return to the navy, and my determination not to do so, as expressed in the *Globe* of last Saturday, I think it proper to explain to you, briefly, why I cannot return, without lowering myself in my own estimation, and that of the public.

"I send an extract from the records of the court martial; the charge on which I was found guilty; the finding of the court; and the sentence of punishment.

"The orders under which I acted have been laid before the public; it is my belief that the public have acquitted me, and pronounced the sentence an unjust one. I feel that this is the case, and, on this impression, I have been influenced to resign. Nothing has occurred to change the opinion long since formed. Then why should I be willing to step forward to relieve the navy from the odium which it brought on itself by the sentence of a court, formed by thirteen of its most distinguished members? Have they, collectively or individually, made any public atonement for the injury they did me, by a sentence which has been pronounced by the nation unjust? Had the Administration, by whose persecution, before and after my trial, I was driven from the service, done any thing to soothe my feelings, and to encourage me to relieve it from the disgrace? Nothing! I underwent the punishment to which I was sentenced without complaining; but I am not willing to belong again to a corps which makes it punishable to show 'an anxious disposition to maintain the honor and advance the interests of the nation and service.'

I have the honor to be, with much respect,

Your obedient servant,

DAVID PORTER."

"Hon. J. K. PAULDING, *Secretary of the Navy*."

Of the thirteen officers who composed the court, seven are dead. Of those who are still living, one I believe to be my friend; one I know to be my friend; of two I have never had cause to doubt their friendship; two have never given any evidence of their friendship for me; and one I believe to be my enemy.

As the author of the article alluded to, is, I be-

lieve, one of the members of the court who passed the sentence of punishment on me, I leave the public to determine, after what has come before it, whether the publication, which drew from me this article, is deserving of any thing from me but contempt.

I am, with great respect, your very obedient servant,  
DAVID PORTER.

GEORGETOWN, February 3, 1839.

*Extract—Charge First.*

"Disobedience of orders, and conduct unbecoming an officer.

"*Specification.*—For that he, the said David Porter, being in command of the naval forces of the United States, in the West India Seas, Gulf of Mexico, &c., did, on or about the 14th day of November, in the year of our Lord one thousand eight hundred and twenty-four, with a part of said naval force, land on the island of Porto Rico, in the dominions of his Catholic Majesty, the King of Spain, then, and still in amity, and at peace with the United States, in a forcible and hostile manner, and in military array, and did then and there commit divers acts of hostility against the subjects and property of the said King of Spain, in contravention of the Constitution of the United States, and of the laws of nations, and in violation of the instructions from the Government of the United States, to him the said David Porter."

"After having carefully and maturely weighed and deliberated upon the matter, the court is of an opinion that the specification of the first charge is fully proved, and does adjudge the accused guilty of the first charge.

"In deciding upon the first charge, and the specification under it, the court, however, feels itself called upon to ascribe the conduct of the accused, which is deemed censurable, to an anxious disposition on his part to maintain the honor and advance the interest of the nation and service.

"The court does, therefore, sentence and adjudge the said Captain David Porter, to be suspended for the term of six months, from the date hereof."

MEMBERS OF THE COURT.—James Barron, President; Thomas Tingey, James Biddle, Charles G. Ridgely, Robt. Traill Spence, John Downes, J. D. Henley, J. D. Elliott, James Renshaw, Thos. Brown, Charles C. B. Thompson, Alexander S. Wadsworth, Geo. W. Rodgers; Richard S. Cox, Judge Advocate.

COMMODORES PORTER AND ELLIOTT.

PHILADELPHIA, Feb. 10, 1839.

SIR: My attention has been drawn to a communication addressed to the Editor of the *Baltimore Sun*, by Mr. Porter, late *Charge de Affairs* of the United States at Constantinople, by perceiving amongst the letters communicated, two addressed to yourself.

It would not, perhaps, be worthy of me to take notice of the communication of that gentleman or his motives in making them to the Head of the Department, with which he has so long ceased to have any official standing, were it not that in the letter under date of January the 6th, he gratuitously offers his opinions in relation to me and my character, in form and manner of complaint. He says, that "I am indifferent to opinion, and reckless of my own character," and he thinks me "an unfit example to the young officers of the navy." I am exceedingly puzzled to discover wherein he finds ground for the assertion, reflecting as it does, so highly on the executive of this country.

In my note in reply to his of the 22d of December where he begs of me "the favor to consider him a perfect stranger;" this "favor" was readily accorded him.

It is true that I feel indifferent to the opinions and motives of one from whom they come with so bad a grace. I could not, however, but feel a regret on his account, that one who had been a distinguished officer in the navy, should have set a precedent in vi-

olating the common rule of justice, in not according innocence until guilt has been proven; the more especially, when he knew that not one of the allegations presented to the Department, had been deemed worthy of notice, by its Executive.

Were it permitted me to have another regret on this occasion, it would be that the honorable the Secretary of the Navy should thought proper to receive and entertain so extraordinary a communication, without even according to me a copy of its contents.

I have the honor to be, sir,

Your most obedient servant,

JESSE D. ELLIOTT.

Hon. J. K. PAULDING,

Secretary of the Navy.

COMMODORES PORTER AND ELLIOTT.—The communication below will explain itself. We would observe, in reference to the supposed influence exerted in our columns, in behalf of Com. Elliott, that we have never taken sides in this controversy. We are not among those who treat grave charges lightly, and what has been admitted has been done through a desire to render "equal justice."

To the Editor of the *Baltimore Sun*.

GEORGETOWN, Feb. 18th, 1839.

SIR: I have been driven by publications in the *Sun*, which I supposed had their origin in Commodore Elliott, or his friends, to give publicity in your paper to the correspondence respecting my meeting that gentleman at the railroad depot in Baltimore, and the same reason forces me now to send you part of my correspondence with the Secretary of the Navy, which the Commodore has demanded from that functionary, in a letter which appeared, with his signature, in the *Sun* of the 15th inst., and in which he seemed exceedingly "puzzled" to discover the grounds for an expression of mine, which in his opinion "reflects so highly on the Executive of the country." The publication of this much of the correspondence, may perhaps enlighten him some on the subject. The Secretary's letter to me, if published, may inform him what steps have been taken in the case.

I shall merely observe, that Commodore Elliott and myself have never been on intimate, and scarcely on speaking terms, and never can be so long as I can recollect an event which took place at the time when Commodores Barron and Desatur were wounded near Bladensburg, and which I shall not, in mercy to him, (Commodore E.) make public, unless forced to do so by him, or his friends acting for him, and in such a case, I shall make oath to the truth of what I shall say.

Commodore Elliott is well acquainted with the circumstance to which I allude.

Very respectfully, your obt<sup>d</sup> serv<sup>t</sup>.

DAVID PORTER.

GEORGETOWN, September 21st, 1838.

Hon. J. K. PAULDING, Secretary of the Navy.

SIR: As an American citizen, who feels a proper interest in all that concerns the honor of his country, and as a father who has three sons in its naval service, whom he wishes to keep uncontaminated from all bad influence, I have to request that an inquiry may be instituted to ascertain whether the squadron in the Mediterranean, under the command of Captain Jesse D. Elliott, was during his command employed in the best way to promote the benefit of the service, for which it was sent there; and whether the frigate *Constitution*, on her passage to the United States, was in a suitable condition, if attacked, to sustain the honor and dignity of the flag and country?

This inquiry is asked in consequence of certain rumors which have been circulated, calculated to injure the reputation of the service, to which I once

thought it an honor to belong, and if true, it would be proper that his sons should withdraw, while they can do so with unsullied reputation.

It is hoped, sir, that these reports respecting the Mediterranean squadron, which have for some time agitated the public mind, may prove unfounded, and that the officer commanding it may be relieved from the imputations which have been cast upon him, which it is incorrect, he can only do by submitting to a full inquiry to all the circumstances of his command; thus showing a proper example to be followed, if necessary, by all other officers of the navy.

In asking this inquiry, I wish it understood that I do no more than what every citizen has a right to do, when he has a reason to believe that the interests of the republic have not been attended to; and no more than I, as a public officer, am willing to submit to, as well to relieve myself, as the navy, from suspicions which would in the end prove destructive to public confidence, and ruinous to one of the most important means of protecting our national interest.

I look to your consent to my request, in your attachment to the navy, the character of which you have so well defended with your pen, and the respect which is due to public opinion, which loudly calls for a correction of the abuses said to exist in a corps which it is no less your duty, than I am persuaded it is your desire to keep free from reproach.

I have the honor to be, your obt<sup>d</sup> serv<sup>t</sup>,

DAVID PORTER.

ARRIVAL OF A FRENCH STEAM FRIGATE.—The French steam frigate *Veloce*, Capt. BECHAMEIL, commander, arrived here yesterday in seven days from Havana. The *Veloce* recently arrived at Havana in a short run from Cherbourg, and is now on her return to France, having come to Baltimore for repairs and fuel. Capt. Bechameil and his first officer started yesterday afternoon for Washington. Her appearance in coming up the river yesterday was highly imposing.

The frigate is about 500 tons burthen, and is iron-rigged. She will be moored at the wharf at the Point this morning, and after the necessary repairs are completed, which will probably require eight or ten days, she will sail for France direct.

—The rapid advances which both the French and British Governments have made in the art of adapting steam power to their vessels of war, have given them the command of advantages, the want of which, on our part, has thrown the United States far into the back ground. Our Government and people have been literally asleep in this matter, but it is hoped that the presence of a foreign steam-frigate in our waters will cause a general waking up at Washington to the importance of the subject.—*Baltimore American*, Feb 8.

STEAM VESSELS OF WAR.—We yesterday noticed the arrival of the French steam frigate *Veloce*, at this port from Havana. This is the second government vessel of this description belonging to France that has visited our waters, and her arrival serves to remind us most forcibly of our own utter destitution of armed ships propelled by steam. Not only has France these ships, but every naval power in Europe possesses them or is causing them to be built, whilst we have but a single apology for any thing of the kind. We ask our representatives in Congress and the people who sent them there—is this as it should be? Our shores are visited by the steam frigates of a nation three thousand miles distant, and we have not even the consolation of knowing that had their advent been on a hostile instead of a peaceful errand, these shores would have been defended by similar armaments. It must not be supposed that we are the advocates of lavish expenditure, merely for the purpose of being able to say that we

have as fine ships of every class, as other nations. It is to stern necessity that we look when we urge the propriety of adopting steam as the propelling power for our armed ships. It is the humiliating consciousness that, in the event of a collision with foreign powers, our brave officers and seamen must fall sacrifices to their own gallantry, in fighting with opponents at a desperate disadvantage. In advocating steam men-of-war we conceive that we are urging the adoption of a system the greatest recommendations of which are its effectiveness and true economy. What saving would there be in having, for instance, the old *Ironsides*—the very name of which makes every American heart beat high with pride—exposed to the destructive fire of an antagonist that could take her position at pleasure and sweep her decks or riddle her hull with perfect impunity. Would there be economy in causing one of our stately seventy-fours, which cost hundreds of thousands of dollars, to become the victim of an assailant not to be compared to her in point of size or weight of metal, but taking advantage of a calm or light winds, and making her a target, until crushed by her own weight, she would sink beneath the wave. Such economy as this we hold to be the worst kind of profusion, inasmuch as it pays a forfeit infinitely greater than the cost of prevention. Let our Government look to this matter, and pay it the attention it merits; and let the representatives of the people remember that their first duty is to see that the republic shall sustain no detriment from foreign or domestic foes. We hope that the officers and men of the *Veloce* will receive at the hands of our citizens the courtesy and attention demanded by present friendship and past national alliances.—*Baltimore American*, Feb. 9.

☞—The French steamer, the *Veloce*, has arrived at Baltimore, in five days from Havana, on her return to France. Her commander, Captain Bechamel, intended originally to run her to this city, but he has been prevented by the ice. When he left Havana he was advised to take this direction by the Prince de Joinville, who, not being able to pay at this time another visit to this country, was desirous that the French and American flags should exchange salutes in the capital of this nation, and at a moment when its most distinguished citizens are collected together.

The *Veloce* measures two hundred feet in length, her engine is of two hundred and twenty horse power, and she is calculated to carry seven eighty-pounders, à la Paixhans. By a new process, due to Captain Bechamel, she can dispense altogether with her steam, and, with a fair wind, use her sails at the rate of eleven and a half knots an hour.—*Globe*.

**FRENCH STEAM FRIGATE VELOCE.**—This fine vessel, which lies at Waters's wharf, has already attracted very many of our citizens on board of her. She is, in truth, a most interesting object, and a visit to her will repay even those who come from the neighboring cities for the special purpose of seeing her. The is upwards of two hundred feet in length, and about 1,400 tons burthen. She is propelled by two steam engines of massive proportions and great power, the construction of which is masterly and the arrangement such as to bring the various working parts under the eye and within the reach of the engineer. The machinery is entirely under deck, and the disposition of it struck us as being decidedly better than that of the Great Western. The engine room of the *Veloce*, however, does not appear to be so fully protected against accident by fire as the Western. The cabins and apartments of the officers are commodious, the state rooms quite spacious, and all the details are provided which are necessary for the comfort of their gentlemanly occupants.

We have already stated that the *Veloce* was iron-rigged. This peculiarity is carried out to an extent which is both novel and striking, and well merits the attention of the curious. The various fixtures—the

cog wheels and windlasses by which the rigging is worked—meet the eye in every part of the bulwarks which enclose her spacious deck, and show that the system has been fully carried out in all its details.

One of the most striking features of this vessel is the arrangement by which her lofty masts are brought down to the deck, and the immense yards folded up, so that when occasion requires it, her steam power may be used to the best advantage. And so, on the other hand, her steam machinery may be entirely dispensed with, and she may be converted into a sailing vessel, with a heavy spread of canvass at command. These latter arrangements, we understand, are the results of the ingenuity and science of her commander, Captain BECHAMEL.

Among the visitors who were on board yesterday, simultaneously with ourselves, we saw the Hon. Mr. GRAVES, of Kentucky, and the Hon. JOHN P. KENNEDY, members of Congress, and Commodore CLAXTON, of the U. S. navy. The French Consul of Philadelphia, M. HERSANT, came on board at noon, and was honored by a salute.

We omitted yesterday to state that on Saturday, at 3 o'clock, P. M., the *Veloce* fired a salute of twenty-one guns to the city; which was duly responded to by an equal number of guns from the fort, and that the *Tri-color* and *Stars and Stripes* mutually exchanged civilities.—*Baltimore American*, Feb. 12.

**IMPORTANT AND ACCEPTABLE NEWS.**—Commodore BECHAMEL, of the French armed steamer *Veloce*, arrived in this city on Thursday evening from Baltimore, accompanied by Captain DE CHALLIE, his first officer. The *Veloce* arrived at Baltimore on Thursday morning in five days from Havana. The Commodore, when he entered the Chesapeake, intended to proceed up the Potomac direct to Washington, but, on ascending the river some thirty or forty miles, found his progress arrested by the ice, when he put about and proceeded to Baltimore. But for this impediment we should have found a foreign steam-frigate anchored off our navy yard two hundred and fifty miles inland, before any one was aware that such a ship was on our coast. We state this fact, in connection with the rapid passage of the *Veloce* from Havana, to mark the important revolution which has been, suddenly as it were, created in naval operations by the all-powerful agency of steam.—a revolution which, by placing Europe and America, practically, within less than half the distance which formerly separated them from each other, more deeply affects our own country and its position in regard to foreign states than any other. By obliterating so much of the vast distance which separated us from the eastern continent, it almost incorporates us in the family of European nations. It certainly imparts to us new relations, and imposes fresh duties; and it would argue more of madness than of thoughtlessness to disregard the lesson which it teaches us.

We are happy to learn from a gentleman who accompanied the French officers from Baltimore, that hostilities had been terminated between France and Mexico. Through the intervention and mediation of Admiral DOUGLAS, commanding the British fleet on the Mexican coast, terms of accommodation have been agreed on by the belligerents, and hostilities had ceased. The particulars will doubtless reach us before long.—*National Intelligencer*.

**MR. JENKS' PATENT FIRE ARMS.**—We witnessed on Wednesday evening a trial of this ingenious instrument. The specimen tried was a light sporting rifle carrying about 80 balls to the pound. It had been fired on various trials more than 1200 times, and showed not the slightest appearance of wear from use; it might indeed be taken for a perfectly new piece. It was fired on Wednesday about 35 times, and only once slightly cleaned. The target was at fifty yards, and but one shot missed it, though there was at least

one of the party who might have been excused for missing a barn at that distance, for in truth this business of writing politics is apt to give one an awfully squint. All the gentlemen present expressed their delight with Mr. JENKS' rifle. The advantages of it, as they occur to us now, are these. It can be fired four times in a minute to thirty shots without the necessity of cleaning it. There is not the slightest perceptible recoil on explosion. There is no use of patches or wadding (which will save a multitude of books from being wasted in killing birds, when they might be better employed in wrapping sugar or lighting cigars.) It can be charged with perfect ease and certainty while walking, even running, or riding at a gallop on horse back; a "running fire" with JENKS' rifle would therefore be neither a joke nor a metaphor. The manner in which the powder is pressed into the nipple, makes it more certain of going off than the common percussion rifle. In form it has the slightest possible difference from the common rifle. We have said enough to attract curiosity, we hope, to this very ingenious and valuable improvement. We do not attempt a mechanical description of it, because unillustrated, it would not be intelligible. Sportsmen should, one and all, examine it—they cannot fail to appreciate on the instant its important advantages over any other that has been offered to them. We leave it to military men to decide upon its adaptation to warfare; but the simplicity of its structure, its certainty of fire, the ease with which it may be loaded even in rapid motion, and its entire safety, would seem to point it out as a most effective instrument for their purposes also.—*Charleston Mercury, Jan. 25.*

**JENKS' PATENT RIFLE.**—On Wednesday afternoon last, we were one of a party invited to see a practical use made of this weapon, and are free to say that it performed to admiration. The rifle is loaded at the breech, and the process of loading is performed with an expedition that would surprise one accustomed to the usual manner of charging an ordinary rifle. Its perfect safety will be apparent to the most unpractised eye. It is most simple in its construction and therefore not at all liable to get out of order. Several of the gentlemen present were good judges of fire arms, and they expressed themselves highly pleased with the trial, and were under the belief that the adoption of this description of fire arms, in the service, would add greatly to the efficiency of our body of troops.

The experiment alluded to took place at the Magazine, on Cooper river, Major PARKER having kindly tendered the use of the ground, and the targets for that purpose. It being the first time we had ever visited that place, we cannot forbear passing a complimentary remark on the neatness and order in which it is kept. It is quite a romantic spot, and when vegetation is at its height, it must present a most enchanting appearance.—*Courier, Jan. 25.*

**DISASTERS AT SEA IN 1838.**—The subjoined we find in the Sailor's Magazine, and it gives a record which has been carefully kept during the year 1838, of marine disasters, which have been published in various newspapers in the country, of which publication has been made in the Sailor's Magazine from month to month. Those only have been selected which resulted in a total loss of the vessel. The greater part of the vessels were American, and a large proportion of the disasters took place near the American coast. The total number of vessels wrecked in the year, were 427.

Ships and barks, - - -	100	Sloops, - - -	11
Brigs, - - - - -	117	Steamboats, - - -	17
Schooners, - - - -	169	Classes of vessels	
		unknown	13

Of these vessels, there were lost towards the close of the last year, but reported in this, 45.

January, - - - -	39	July, - - - -	7
February, - - - -	31	August, - - - -	4
March, - - - -	17	September, - - -	108
April, - - - -	36	October, - - - -	83
May, - - - -	14	November, - - -	17
June, - - - -	25	December, - - -	3
Precise time unknown, - - - -	29		

In addition to these unknown losses, there have been reported 27 vessels missing, concerning which, there is very little doubt but they are lost with all on board. In the above named vessels, there were reported the loss of 753 lives. This does not probably include all the lives lost by these disasters, but only these mentioned with certainty. Many of the wrecks were fallen in with at sea, and the fate of the crews were wholly unknown. Undoubtedly the loss of life has been great, and many a crew has been wholly swallowed up, and no one dared to tell the melancholy tale. Surely "there is sorrow on the sea," sorrow that never will be fully disclosed, until the sea shall give up its dead, and the myriads who repose in the caverns of the great deep shall rise to judgment.

**THE BRITISH NAVY.**—A letter has been addressed to the Duke of Wellington upon the state of the navy, and privately circulated; and has also been taken as a brief for the arguments of the Times on the subject. The letter in question contains some truths and many fallacies, and labors to prove that our navy has been gradually reduced, whilst the navies of France, Russia and America, have been progressively increasing. Whether written by a flag officer, as it purports to be or not, we cannot say; but the writer has evidently taken much of his data from the preposterous statements that have occasionally appeared in party journals; and the Times, in commenting upon the letter, has the following passage: "It appears that, in Europe, Russia and France have each of them navies better manned, better appointed, better constructed, more effectively armed, more numerous, and in all particulars more formidable than that of England." We must satisfy ourselves, at present, in submitting the following facts, as regards the French Navy, which we defy any one to gainsay. The French Navy consists of 328 vessels, of which 51 are of the line, and 60 frigates; the remainder being small vessels and steamers. Of the above 51, eleven only are in commission, eleven in ordinary, and twenty-nine *en construction*, or building. Of the 60 frigates, sixteen are only in commission, twenty in ordinary, and twenty-four *en construction*.—Contrast this with the British Navy, as follows:

In commission, 21 ships of the line, 26 frigates.  
Ready for commission, 13 ships of the line, 6 frigates.

In good condition, 20 ships of the line, 17 frigates.  
In want of repair, 17 ships of the line, 16 frigates.  
Repairing, 3 ships of the line, 10 frigates.  
Building, 11 ships of the line, 9 frigates.  
Ordered to be built, 4 ships of the line, 5 frigates.  
Total,—80 ships of the line, 109 frigates.

Of those building, some are ready for launching; and the Royal Frederick (120,) Indus, (80,) Nile (92,) are ordered to be launched in April.

**DRUMMING OUT.**—A novel, and happily, a very rare exhibition took place in this town on Monday. A private of the 83d was formally drummed out of that regiment for repeated bad conduct. The regiment was formed in a hollow square at the barracks, and the culprit was brought from the Guard House into the centre. Here a list of his crimes was read over, by which it appeared that he had been before four or five courts martial, been punished in several ways, and had been imprisoned by the civil power in the penitentiary, from which, after a year's imprisonment, he had been released at the intercession of his Colonel, who still hoped, after his repeated transgressions, that he might be reclaimed. He turned out,

however, to be an incorrigible blackguard. After the list had been read, the tailor of the regiment proceeded to cut off all his buttons, to tear off the seams of his trousers, and every piece of facing on his clothes which had once served as his honorable distinction. In this sorry plight, with the loose threads on his denuded garments, he was not inaptly compared to a plucked fowl, with the plumage torn off and nothing but the pin feathers left. A rope was thrown loosely about his neck, the ends of which, (one before and another behind,) were taken by two drummer boys.

The regiment was then formed into two lines, extended order, facing inward, and reaching from the Barrack gate, along Front street, to the market square. Through the avenue thus made, the degraded outcast soldier was marched past his former comrades with a bundle under his arm, the rope around his neck, and a large label on his breast, with the word "Thief," conspicuously printed. Behind him came the Band, to whose music he was marched for the last time, playing that inspiring air, "The Rogue's March." When he arrived opposite the market, he was "cast off," as a sailor would say, and the poor wretch ran off amidst the jeers and hisses of the multitude. He was last seen in one of the streets in a distant part of the town, having been refused admission into any of the houses of entertainment.—*Kingston U. C., Chronicle.*

**ENGLISH AND AMERICAN SOLDIERS.**—Were a war to break out in America to-morrow, the soldiers of England, the men trained and armed for war, would take the field far inferior in the skilful use of arms to the American militiamen, against whom they would be called upon to contend. And why should this be so, when, by a plain and simple course of instruction, it is perfectly easy to make every well-armed man, of ordinary sight and nerve, a good and efficient marksman? At present not one shot in a hundred ever tells; why not train and arm men so as at least to make one shot in ten or twenty tell?—*Colonel Mitchell.*

All the reports in reference to the augmentation of the army which have appeared in contemporary prints are, we are assured, premature. The only orders which have as yet been officially promulgated are for recruiting the regiments in Canada to their full complement. It is, however, confidently expected in the recruiting department, that directions will forthwith be issued for bringing all the regiments of the line to their full strength.—*United Service Gazette, Dec. 8.*

A sergeant of artillery at Leghorn has made an addition to the common carbine or musket, by means of which twenty balls may be discharged from it with equal force, and in whatever direction it is wished, in eighty seconds. He has also applied his invention to pistols, from which seven balls may be discharged in the same interval of time; and has constructed the model of a howitzer, which will discharge 2,350 musket balls in eighty seconds, in one direction, or in several, if required. The experiments made with this invention are said to have fully established its merit, though it has this drawback, that the firing cannot be checked until every ball is discharged. The inventor, by name Luigi Pierantoni, says he can obviate this defect without any difficulty.

The Paris Commerce publishes an extract of a letter, dated Odessa, the 18th of December, which states that the Circassians were making preparations to invade the Russian provinces adjoining their country; that the spirit of insurrection was daily increasing in those provinces, and in the army quartered in them, and that "not only among the private soldiers and subalterns, but even among the superior officers." Two of the best officers of the Circassian army, Major General Wassilowsky and Colonel

Kattenine (the 1st)—had lately been superseded and ordered to St. Petersburg, charged with being chiefs in a conspiracy existing among several corps of the army. The Russian Government felt itself, therefore, menaced with invasion from the Circassians, an insurrection of the inhabitants of the provinces adjoining their country, and a revolt in the army.

A trial was made on Sunday last, at Cherbourg, of the General Shipwreck Society's *bombes-amarrés*, three feet in circumference—projectiles similar to Manby's shipwreck life-preservers. The experiment of sending a cable to the distance of 1,500 feet from the shore completely succeeded, in presence of Marshal Grouchy, the Admiral Prefect de

Martinec, the civil authorities, and a committee of superior officers, named by the prefect. In the absence of M. Godde de laincourt, confined to his residence by severe illness, the experiment was directed by the Count de Sarzana Brignole.

**MILITARY STRENGTH OF RUNJEET SINGH.**—Ten forts, with 108 guns; 53 pieces of horse artillery; 135 pieces of foot artillery; 9 mortars; 314 jomboorahs or swivel guns on camels; 43,300 irregular cavalry; 5,220 regular cavalry; 6 regiments of infantry, amounting, regular and irregular, to 17,000 men; and 1,500 Gholundauze; making a total of 73,000 men. The French legion of cavalry was formed by Monsieur Allard, senior; their uniform is blue with red facings, they are armed with the Polish lances, swords, and pistols; their system is that of the French Lancers. The men of these corps are much attached to General Allard, and these troops only require a few more European officers to be nearly on a par with our regular native cavalry. The regular infantry, under General Ventura, are also disciplined in the French drill; the words of command are mostly French; they are armed with firelocks and bayonets; these troops are regularly paid and clothed. Runjeet Singh's own personal body-guard is a kind of legion of honor; these men are all arrayed in gorgeous dresses and rich armor, and compose the *élite* of the army. Their appearance in their red dresses with herons' plumes, and their martial aspect and blunt demeanor is truly imposing; these men are all tried shots, and at 80 yards can generally hit a small brass pot every time with a matchlock. The foreigners or Hindostanies of the Seikh army are men from the provinces of British India, and receive a stipulated monthly pay; many of the Seikh soldiers receive rations of grain beside their pay. The avarice of Runjeet Singh has sometimes occasioned mutiny amongst the regular infantry; in one instance the Ghoorka battalion, on being deprived of a portion of their pay, refused to receive the residue, and as no attention was paid to their complaint, open revolt ensued. Runjeet Singh directed some cavalry to charge the mutineers; the Ghoorka battalion formed square, and beat off the cavalry; the Maha Rajha then became alarmed and retired to the fort of Gobind Ghur, when the French officers interposed, and induced the Ghoorkas to retire to their lines. Monsieur Allard, the general of the regular cavalry, was a distinguished officer in the Imperial army of France, and is a man of high character and conciliatory manners.

**LIGHT HOUSE AT THE BAJA ROCKS, NEAR VALPARAISO.**—The following has been received at Lloyd's from their Agents at Valparaiso.

"A light house, in the form of a quadrangular pyramid, constructed of wood and painted white, has been erected on a point of land at the distance of 315 Spanish toises from the Baja, the town bearing S. 72 W. and is situated in 33 1/2 S. latitude; its height is 60 Spanish feet from its base to the foot of the lantern; the lantern is 12 feet high, and 6 in diameter, of a cylindrical form and made of iron; the light stationary, and in fine weather it will be distinguished at

the distance of seven leagues. The Baja are rocks so named; they run N. and S. about 60 varas, and E. and W. about 30. Vessels which make the land to the southward of 33 20 S. latitude, and run down to the coast, will not perceive the light if they are five or six leagues from the land, as Camilla Point must bear N. E.  $\frac{1}{2}$  E. before the light can be distinguished. "Vessels coming from the northward and making Quintara Point, which is distant 18 miles N. W.  $\frac{1}{2}$  W. of the tower, must be careful during the night to avoid a bar distant four miles S. S. E. from the Quintara Point."

"Bearings and distances of various objects in the vicinity of the tower, which stands 335 Spanish feet above the level of the sea.

Quintara Point,	N. 3 30 E.
Boncon Point,	N. 22 30 E.
Volcan, or Peak of Anconcagua,	N. 57 30 E.
Campana or Quilloa or Bell Mountain,	N. 60 0 E.

The signal post is distant from the light house island 1629 Spanish toises.

The Baja always visible, distant 515 toises,

Valparaiso custom house, distant  $1\frac{1}{2}$  mile S. 12 0 E.

The light house should have been lighted up on the 2d instant, but it is not quite completed.

VALPARAISO, August 9, 1838.

#### DEPARTMENT OF STATE, } Washington, Feb. 4. 1839.

The following notice has been received at this Department from the U. States Consul at London.

#### NOTICE TO MARINERS.

##### NEEDLES LIGHT, ISLE OF WIGHT.

Trinity House, London, 29th Nov. 1838.

Notice is hereby given, with reference to the advertisement issued from this house, under date the 6th April last, that, in compliance with the request of numerous persons interested in the navigation of the Needles Passage, the Light at the Needles will continue to be exhibited in all directions within which it is at present visible, after the completion of the light now in course of preparation at St. Catharine's point.

It being necessary, in the fulfilment of this intention, to adopt such measures as shall establish a discriminative character in these two lights, masters of vessels and others are to observe, that, at and after the exhibition of the intended bright light at St. Catharine's, the light at the Needles will assume a red color.

Due notice will be given of the time at which these alterations will take effect.

BY ORDER: J. HERBERT, Secretary.

**GUNPOWDER.**—Captain Norton asserts that he always found that the percussion-powder made of potassium is far more certain of firing gunpowder than that made of fulminating mercury. The former is certain of fire, even when the firelock becomes foul after much use, whereas the latter will often fail unless the powder in the barrel is forced up to the surface of the nipple.

**A NAVAL INCIDENT.**—Lieutenant Patten's Ode, "Come, let us die like men," reminds us of an incident which occurred on board the United States ship of the line Delaware while stationed in the Mediterranean a few years since. The ship took fire near the magazine, and, of course, caused much alarm throughout the ship, as it was momentarily expected that the fire would communicate to the powder and blow the whole ships company sky high. At such a time, when death was slaring every man in the face, some unwonted confusion, and a disregard of the established rules of discipline, might naturally be expected. But the first lieutenant, THOMAS W. WYMAN, who now commands the corvette John Adams on the East India station, by his coolness and deci-

sion of character, worthy of admiration, checked at the outset any symptom of insubordination, and restored confidence to the terrified crew. He ordered them sternly to attend to their respective duties, and added, "If ye must die, let us meet death as brave men should." This exhortation operated like a magical influence on the minds of the men. They went coolly and systematically at work under the direction of their officers, and the fire was soon extinguished.—*Boston Journal*.

[The presence of mind and coolness of Lieutenant WYMAN were none the less exemplary, though the alarm of fire on board the Delaware was exaggerated, and did not prove dangerous.—*Ed. A. & N. C.*]

**SURVEY OF BEAUFORT HARBOR.**—We are gratified to be able to state that the U. S. cutter Experiment, Lieut. Glynn, arrived at Beaufort last week, for the purpose of making a survey of that harbor with reference to its suitability for a national navy yard. The corps awaits but the arrival of a steamboat, now on her passage from Norfolk, to commence operations. The result, we think, cannot be otherwise than favorable to the claims of that noble harbor on the national attention.—*Newbern Spectator*.

#### ORIGINAL POETRY.

##### THE SOLDIER'S DIRGE.

Beat ye the muffled drum, breathe forth the funeral wail,  
Tread mournfully and slow to the dark and silent grave,  
And let your sorrowing be deep,  
We bear our leader to his sleep.

Beat ye the muffled drum, breathe forth the funeral wail,  
Tread slowly, for a glorious form amidst your ranks ye

beat,  
Forever from our sight away, unto its final home.

The form we lov'd in life to see,  
That ever led to victory.

Beat ye the muffled drum, breathe forth the funeral wail.

Bear slowly on, ye never bore a nobler to his home,  
A gentler or a kinder friend, a more terrific foe.

In shock of battle firm and brave,  
Resistless as the ocean wave.

Beat ye the muffled drum, breathe forth the funeral wail.

Now in the city of the dead we're bearing slowly on,  
I read lightly, comrades, lo! perchance, ye press a hero's tomb;

And sacred ever be the spot  
Where the brave soldier lies forgot.

Beat ye the muffled drum, breathe forth the funeral wail.

And here we stand—press, comrades, round, to give the last farewell,

And water, with a soldier's tears, the soldier's narrow home.

Then let the earth be lightly press'd,  
Lower your leader to his rest.

Beat ye the muffled drum, breathe forth the funeral wail.

'Tis done—now must we give our all of wailing and of tears,

And let, above this sacred turf, our farewell shots be  
They peal above his lowly bed.

Alas! they may not wake the dead.

Beat ye the muffled drum, breathe forth the funeral wail.

Now hear we to the camp again, perchance, my braves, to die,

But bear we proudly, gaily on, for we must cease to  
Brief are the soldier's toilsome years,

And brief must be his grief and tears,

Beat the loud drum once more, cease ye the funeral strain.

And wherefore weep? we only live a glorious death to die,

And if the hour of doom be near, we feel 'tis soonest  
Why mourn we for the true and brave,

Their only rest is in the grave.

Beat the loud drum once more, cease ye the funeral wail.

HERMIONE.

BUFFALO, N. Y., Feb. 4, 1839.



WASHINGTON CITY;  
THURSDAY, ..... FEBRUARY 21, 1839.

**MILITIA AFFAIRS.**—We are indebted to the Hon. LEVI LINCOLN, of the House of Representatives, for a copy of the "Report of the Commissioners appointed to revise the Militia Laws of the Commonwealth" of Massachusetts. The Commissioners were Levi Lincoln, Martin Brimmer, George Peabody, Osmyn Baker, and Solomon Lincoln. Their Report occupies about twenty-one pages of the document before us, to which is added the "Opinion of the Justices of the Supreme Judicial Court on the power of the State Legislature to exempt from enrolment in the militia all persons under 21, and over 30 years of age." Then follows the form of "an act concerning the militia," which seems to embrace every question that will probably arise in the organization of a military body, from enrolment to discharge, from the rank and file to the commander-in-chief—their several duties, obligations, and requirements, discipline, fines, courts martial, punishments and compensation. The whole forming a pamphlet of about 100 pages.

The glaring defects of our militia system have elicited the witticisms and censure of the press, no less than the laudable efforts of its friends to propose and adopt some schemes for its improvement. District and State conventions have been held, and have served to impress on the minds of all the importance of early and concerted action throughout the Union.

If our militia is to be relied upon as our main bulwark of defence at home, it must be placed in that condition that will render it efficient, or we shall find it in the hour of trial but a broken staff. The parades periodically held by virtue of law are looked upon as so many unprofitable burdens on the mass, who are called out to afford an opportunity for the officers to display their holiday attire, made the more conspicuous by its contrast with the rags and tatters of the honorable privates.

That some portions of our militia—such as volunteer companies and regiments in the large cities—will bear a comparison with veteran regulars, we are willing to admit; but they form only a small portion of the whole. It is the main body of the people who need military instruction and discipline, and to make this attainable the system must be rendered popular.

We should be gratified to see conventions held in every State, and an interchange of sentiments effected, that will give an influence to any application that may be made to Congress for laws to improve the system.

While speaking of this report we cannot omit to notice the superior style of its typographical execution, as compared with documents printed by order of Congress.

☞ We have received, since the foregoing was written, a copy of the proceedings of a Military Convention, held at Windsor, Vermont, but have not yet had time to read it.

**COMMODORE PORTER.**—In December last, two short communications appeared in the *Globe*, hinting the desire to restore Commodore PORTER to his former rank in the navy. We looked upon them at the time as put forth to feel the pulse of the navy on the subject, and intended to have copied them, but we could not conveniently lay our hands upon the papers. We did not for a moment suspect that Commodore P. was in any way concerned in their publication, but attributed them to some friend of his, who wished to see him once more among his old associates.

Commodore PORTER, under his own name, has denied all knowledge of these publications, prior to their appearance in the *Globe*, and has published a letter to the Secretary of the Navy, declining, for reasons therein set forth, a restoration to the navy.

*From the Globe, Dec. 11.*

There seems to be a great anxiety among many of our officers of the navy, to get Commodore Porter back into the service. Would it [not] be an act of national justice to make an offer of reinstatement to the gallant veteran? It will require a captain of the navy to take charge of the Naval Asylum at Philadelphia. Could any thing be more appropriate than to offer this war-worn Commodore that appointment? Perhaps he might now consent to a restoration to the service. A FRIEND TO THE NAVY.

*From the Globe, Dec. 12.*

MR. EDITOR: Your correspondent, "A friend to the Navy," observes, "there seems to be great anxiety among the officers of the navy to get Commodore Porter back into the service." I have good reason to believe the same disposition is felt by the Government, and that an application on the part of his brother officers would be promptly met and complied with, should there be no opposition from those to whose grade he would be restored. The Commodore's health is, however, such as to preclude him from actual [active?] service in any department of the navy. His claim rests entirely on past services, and of these no man in the country is ignorant.

ANOTHER FRIEND OF THE NAVY.

*To the Editor of the Globe.*

SIR: Two articles have appeared in your paper, each from friends to the navy, on the subject of my return to that service, and which appear to have been dictated by the kindest feelings toward me; but as they have led some to believe that they were published with my consent, I now declare most positively that I had nothing to do with the articles, and was ignorant of them, until I saw them in print; nor had I an idea of the author until informed this morning, that one was the production of a highly esteemed friend. Of the authorship of the other I am still ignorant.

To prevent any erroneous conjectures and surmises on the subject, I now declare that I never had any wish to be restored to my former rank in the navy, and that I have invariably rejected all overtures made to me with that object; and shall, it is most probable, for reasons well known to the Government, which it is unnecessary to repeat, always reject, should they be renewed.

Very respectfully, your ob't. servt.

DAVID PORTER.

GEORGETOWN, Jan. 11. 1839.

**FOR RENT.**—The office at present occupied by the subscriber, on 17th street, adjoining the Pension office. Possession given immediately.

Feb. 7—1f

B. HOMANS.

*Correspondence of the Army and Navy Chronicle.*

FEBRUARY 11, 1839.

SIR: Herewith you will receive a copy of a communication from Col. D. B. McNIEL, U. S. Collector, to one of his subordinates in the revenue department.

The sentiments it expresses are so honorable, and worthy of all commendation to the writer, and so fully exhibit the high-minded, trusty, and efficient public officer, and at the same time convey so severe and stern a rebuke to his *inferior*, that I am induced to transmit it to you for publication in the Army and Navy Chronicle.

It is not surprising that the Colonel was "at a loss to reconcile" his adjunct's singularly conflicting statements, which, in connexion with the honorable testimony of Lieut. Capron, sufficiently illustrates, I imagine, with what propriety the said adjunct assumed to himself the credit of defeating a scheme, the existence of which he first denies and then admits; and the interference with which by the Hon. Judge Spencer, and the U. S. military, seems to have given him such mortal offence.

The version of the drunken soldier, Irishman, maid, wife, &c., is in keeping with his other statements, entirely a bantling of his own imagination, and doubtless will obtain with the clique to which he belongs, for a "jeu d'esprit."

The political course of this said clique is opposed to and greatly thwarts that, so honorable to the country, adopted by the American Executive with respect to the Canadian rebellion.

A professed deist in religion, and an acknowledged nullifier in politics, what has he not a right to be in law and morals?

AB UNO DISCE OMNES.

PLATTSBURGH, Dec. 9, 1838.

SIR: I received yours of the 7th inst., by the last mail, together with a Canada paper containing an article in relation to a meditated attack upon Dundee, L. C. The article in question had escaped my notice, and it is not singular that it should, inasmuch as I do not look at a Canada paper once a month. There are some few *modern patriots* in our village who take Canada papers, but I do not think I have looked into half a dozen for a year past. But it appears very evident from your statement that an attack, from Fort Covington, was meditated on Dundee; for you say in your letter of the 7th inst., that "this organization and attack on Dundee from this place (to prevent which Capt. Montgomery marched his troops to the line on the 10th of Nov.) had been prevented by you two days before." Here there is a distinct admission that an attack had been meditated on Dundee, and that you caused it to be abandoned. I am at a loss how to reconcile this with the statement in your letter of the 30th of Nov. In that letter you state (in speaking of the rumored attack on Dundee) that there was not the least foundation for the report. Again, you say that the report was traced back from Spencer, through his wife, maid, and an Irishman, to a drunken soldier, and that it was altogether an old lady affair. But it is rendered certain by your admission, that the soldier in question, drunk or sober, stated what was substantially true. It is by no means material to the issue that the soldier should have been correct as to the precise time fixed on for the attack on Dundee. It is sufficient that an attack was meditated. This fact being established, Judge Spencer would have been very remiss in his duty, had he omitted to communicate the information he was possessed of to Capt. Montgomery,

who was stationed at your place with his command, for the express purpose of dispersing and putting down organized corps, who assemble on our side of the dividing line, for unlawful purposes. Captain Montgomery, had he done less than he did, after what Spencer communicated to him, ought to have been dismissed from the army. It was his special duty to be on the look-out, and in moving his forces to the line, he did what a faithful and vigilant officer should do. It turns out that the information the captain got from Spencer was substantially true, and that an attack upon Dundee was in truth and in fact contemplated. The report was founded in truth, and proves to have been something more than an old lady story. Capt. Montgomery and Judge Spencer could not have known that the unlawful enterprise was abandoned two days previous to the 10th of Nov., unless you told them so yourself.

I repeat that the conduct of Judge Spencer and Capt. Montgomery, in this matter, was praiseworthy and highly creditable to them. I am very much gratified that you put a stop to your neighbors invading the colony of a Government that we are at peace with; if they had gone over to Dundee and played the part of incendiaries there, it might, and probably would, have resulted in consequences disastrous to the property, peace, and quiet of our good citizens upon the Canada frontiers. Desperate, wicked, and high-handed measures of the character spoken of, might result in a war with Great Britain, an event that all in this country, except refugees and madmen, would deeply deplore, as a national calamity. It is time enough for us to go to war with a foreign power when our rights are so far encroached upon as to render a resort to arms necessary for the vindication of our national honor. When such an event happens, and a redress of grievances is sought for in vain, depend upon it our Government will not be found wanting; they will enforce their rights, as they have done in days past, at the point of the bayonet. It is due to you, however, to say, that you are entitled to great credit for putting a stop to an enterprise, wicked and diabolical in itself, and fraught with so many evil consequences. You did your duty, both as an officer and a citizen, for which service you are entitled to the thanks of your country and of your Canadian neighbors. From all the facts in this case the compliment paid to Captain Montgomery and Lieut. Capron, in the Canada paper you sent me, is just and merited; they richly deserve it. These officers acted in good faith, and upon information derived from a member of Congress, and it is no disparagement to them if a Canadian editor (whether he be whig or tory) spoke well of their conduct and gallant bearing on the occasion alluded to. You say, in a note at the bottom of your letter of the 7th inst., that you was pleased that I had declared myself a patriot. I wish to be understood on this subject, and I now mean to be. I hold that the first duty of a citizen is, to discharge the obligation he is under to his Government, and if he chances to be a public officer, (as I am,) to bear in mind the oath he took to support the constitution and laws of the United States. He who does this and fights the battles of his country, as I have had occasion to do, I consider a patriot, I mean an old fashioned patriot. But if by a patriot you mean a man who countenances American citizens in violating the laws of our country and of nations, by meddling with affairs that do not concern them, then I am not a *Canadian patriot*. I am willing, as I said upon a former occasion, that the Canadians should achieve their own independence, but as far as I am concerned, I have no disposition to interfere with their affairs, and if I had, I should be afraid that they would leave me in the hour of trouble, to perish, as they did the brave (but infatuated) little band of Americans who recently made a descent in their behalf upon Prescott.

10th.—The above I wrote last evening; this morning I called upon Lieut. Capron, for the first time, and asked him what he knew in relation to the Dundee affair. He stated that Capt. Montgomery acted in that matter upon information derived from Judge Spencer, and that he heard you say, if Capt. Montgomery went to the lines again on a similar occasion he might never return, and that Capt. M. could not have done Sir John Colborne a greater piece of service if he had joined him with his two companies. In addition to this, he said, you appeared to be very indignant at the course taken by Captain Montgomery to prevent an attack on Dundee. The above is a correct report, (as far as it goes) of what Lieut. Capron communicated to me. I

this be so, I cannot see how you can reconcile your conduct with the duty (as an officer) you owe to the Government. It is a violation of the instructions you have from time to time received from me, it is at variance with the policy of the Government, and calculated in its effects to stimulate and urge on to their own ruin the misguided and infatuated beings who are disposed to embark in fruitless and unlawful enterprises. I enjoin it upon you to abstain from expressions of like import to those above attributed to you. It shows a spirit and feeling unworthy of you; it shows clearly that you at times suffer your passions to take the place of your better judgment. With your private opinions I have nothing to do; with your public acts, as an officer, I have, because I am responsible for them. There must be no dodging in our department, come what may, we must do our duty, the law must be enforced, and we must obey our instructions to the letter. Lieut. Capron appears to be a candid man; he may have put a wrong construction upon your language.

Yours respectfully,

D. B. McNEIL.

Major S. H. PAYNE.

#### LETTERS ADVERTISED.

WASHINGTON, Feb. 15, 1839.

ARMY—Captain BL Beall 6, Captain G S Drane, Dr. MC Leavenworth, Lt MS Miller, Major AE Mackay, Major General Scott.

NAVY—GR Barry, Mr Barry, EN Cox, T A M Craven, W M Caldwell, Comm'r B Dulany, Commo Jesse D Elliott, Lieut WH Gardner 4, Mr Mercer, Lieut W D Porter, Captain MC Perry, L M Powell 2, B F Sands, DMF Thornton, Captain Daniel Turner, Nath'l Wilson, Dudley Walker 2.

MARINE CORPS—Captain J Edelen, Lieut LF Whitney.

PHILADELPHIA, Feb. 15, 1839.

NAVY—Lieut J E Bisham, Lieut J T Gerry, Lieut L B Newell, Wm. Ronckendorff, Prof. M Roche.

MARINE CORPS—Lieut Wm. L Young.

UNPAID LETTER REFUSED—New York, February 16.

#### PASSENGERS.

SAVANNAH, Feb. 10, per steamboat Florida, from St. Augustine, Captain J. Bradley, of the army.

CHARLESTON, Feb. 14, per steam packet C. Vanderbilt, from Wilmington, Captain J. G. Barnard, of the army, on his way to Mobile. Feb. 15, per steam packet Governor Dudley, from Wilmington, Captain D. S. Miles, A. Q. M., under orders to Florida, and Lieut. C. Fremont, of the army.

NEW ORLEANS, Feb. 7, per steamer Velocipede, from Natchitoches, Captain B. Walker, Lieuts. N. C. Macrae and J. B. Peyton, 3d Infantry, U. S. A.

#### COMMUNICATIONS.

##### CITIZEN APPOINTMENTS TO THE ARMY.

The appointment of meritorious citizens of the United States to the rank of lieutenant in the army, seems to be necessary, and there is very little doubt it would be a good thing, if done upon some settled principle of justice, or of general utility, as a reward of high personal character, prowess and bravery, a tribute to distinguished family service, and acknowledged individual merit, or upon some uniform test of physical fitness, with evidence of capacity and qualifications equal to the station of an officer in the line of the army.

It has long been admitted that some means should be adopted to bring into the army better material for its rank and file. I am sure nothing in the way of pay will do it. No pay that the Government will give its soldiery, will induce good American citizens, of proper *physique* and *morale*, to join the army in time of peace. A number of officers, and some of high rank, are of the opinion that the good of our army would be vastly promoted if the well learned and meritorious soldier should have guaranteed to him the chance of arriving to the distinction of a commission. That veteran and highly distinguished officer, General GAINES, has advanced some good opinions in this matter, perhaps carried the

subject rather too far. But much, very much, might be gathered from this, and other old and valued officers of the service on this interesting subject. It is a good idea, the justice and great utility of which, over the present method of making selections for a commission, cannot be doubted by any conversant with the army. I am at a loss, as well as hundreds of others, to know upon what principle or rule these selections have recently been made: whether for the great good of the service, the gratification of some personal ambition, or the dawning of some latent genius discovered by the extraordinary acumen and great labor of the examining Board at Washington. I think it will be found that these appointments, as a whole, will not be likely to improve the military, or elevate the character of the service very immediately.

I would not wish to be understood as meaning any disrespect to these young gentlemen, or casting any imputation upon the prospective value of some of them to the army. But surely enough has been seen to condemn the present humping mode of making second lieutenants. One would suppose, from hearing so much about the Board at Washington for the examination of applicants for appointment in the army, that it really meant something, that it had some common sense application. It is universally admitted, I believe, out of Washington city, that the Board, or Boards, to whom the examination of applicants has been committed, have been very incompetent, I will not say to their duties, for no one knows what they are, but to make, even, middling selections for this rather peculiar station, or have been operating under some extraneous influence. True it is, and gratifying indeed, that some fine looking young men have joined the army from this board, of apparently good mental capacity and fair acquirements. And some of the age of manhood; some, whose heads are slightly grizzled with age; some, mere boys of seventeen, and others, more boyish. All this, with the promulgated edict of the head of the War Department in his citation, that "provided you (the candidate) are 21 years of age, and not more than 25, and are not a married man." One of these got a leave of absence before he had served a half year with his regiment, to leave the army in the field, and go home to settle his domestic concerns consequent upon the death of his wife. This latter is very well, particularly as it opens a brighter prospect to the old officers of the army, bids them hope to obtain, occasionally, some of the common considerations of humanity. Again, the great value of this Board is acknowledged in another point of view; when we hear some of these acquisitions, on joining the army, declare the severity of the literary and scientific part of the examination, who, on entering upon their duties spell the word sugar with an *h*, and musket with *tt*.

AN OBSERVER.

##### UNITED STATES MILITARY ACADEMY.

In our last communication, after expressing our warm approbation of the principles on which the Military Academy is based, we (for, in order to preserve our consistency, we must still use the editorial and magisterial "*we*") ventured, with all due respect for the opinions of more experienced persons, to suggest some alterations in the mode of military instruction pursued in that institution. We sincerely trust that this course will not be considered as a pert or a presumptuous one. If this production, or its predecessor, have that appearance, they certainly are not correct transcripts of our feelings. Our ideas on this subject have not been hastily conceived, nor have they been expressed for any vain or frivolous purposes. They are the results of years of attentive consideration, and of a fervent desire to render this valuable institution still more valuable to the country.

If the few remarks which we have made, pertaining to the West Point Academy, should call the attention of its enlightened friends to the subject, and should induce them to discuss, in their own minds, and among each other, the propriety of adopting our suggestions, we will have accomplished all we had hoped for. We write neither for those who think the Academy so good as to be incapable of improvement; nor again for those who, in society, affect indifference towards it for fear of being considered as belonging to the list of "this year's graduates," a conclusion which they are weak enough to deprecate, as holding them forth to the army and to the world as fresh and "piping hot" from "West Point," like boys just let loose from college, and which they, therefore, regard as striking at the foundation of their dignity. We write for those graduates of the Military Academy who are not so prejudiced in its favor as to consider it the "greatest place in the world," and who still, when reference is made to the subject, always feel a manly, nay, an enthusiastic pride in being graduates of that institution; who always look upon it as the "grand national military school" of the country, as one in which all sections of that wide-spread country are represented, and in which these representatives receive an education that enables them to serve with efficiency and honor in the army of their country. Besides, our remarks are intended to elicit the notice of those of its distinguished civil friends, whose weight of character will enable them to take measures for its improvement.

It will be borne in mind that we have objected to the entire sacrifice of *practical strategic* instruction to *tactical drill*. Indeed, we take this occasion to express our decided opinion that, in the whole of the academic course at West Point, too much attention is given to *theory*, far too little to *practice*. In the article of surveying, for example, the cadet is surfeited with the theory of it; but an hour or two of two or three days in the second year, (in the field,) is the most that he spends in acquiring a practical knowledge of this useful branch of science. We think that every cadet of the third class should, in his proper turn, be required to take the necessary instruments into the field, and unaided, in the presence of the Professor, apply repeatedly all the principles of surveying; and then every cadet would leave the Academy a good practical surveyor, who could at any time, and without consultation with any one else, and without reference to his books, readily and accurately determine the number of acres in any given piece of land.

And with regard to all the mathematical branches, the instruction should be of a more practical character. The plan of "giving out" extras should be more resorted to, for the purpose of ascertaining that the cadet thoroughly understands, and can apply what he recites. If less were gone over, and there were more application of principles, we think it would be infinitely better for the cadet.

Concerning natural philosophy and chemistry, we have precisely the same remarks to make. The very zealous and intelligent gentlemen at the head of these departments certainly make the best of the present mode of instruction. But we think the use of instruments and crucibles should be more practised by the cadets.

We would also require cadets to compose originally in the French language. In this way, and by conversing with each other, and with the teacher, in the French language, they would be far superior French scholars to those who graduate under the present system.

Again, with regard to civil engineering, we would have very much of the instruction of a practical nature. We would have the cadets to recite upon the works on this branch which they now use, and in the same way as they now recite upon them. But

so soon as they finish a recitation, the Professor should take them out and cause them to apply the principles upon which they had just recited. We would, for example, have small samples, or models, of rail roads, canals, bridges, &c., of all kinds, and in every variety of ground, constructed by workmen under the superintendence of the Professor, and in presence of the cadets. With respect to all other constructions in civil engineering, the cadets should see them made—should see the wood, iron, and stone put together, and they will, they cannot help, understanding them, and they will remember them infinitely longer.

But this is a sort of an episode from our subject. We had assigned to ourselves a discussion of the purely professional instruction given at West Point. Some unreflecting persons may think there is no use in teaching cadets the duties of *strategists*, which are generally performed by major generals and other high officers, which those who enter the army as second lieutenants can hardly hope ever to become. They say the graduates will never be higher in military rank than the lowest field officer, under the most favorable circumstances of promotion. Then why teach them the profound and complicated principles of *strategy*? They will act nearly all their lives in a subordinate capacity. Then it is only necessary for them to know a little tactics. Such views are almost too absurd to be noticed; but fearing lest their apparent and external plausibility may impose on even some sensible men, we will briefly answer them.

We would simply ask if it is important to know only a little tactics, if the graduates are to serve nearly all their lives as subalterns, why do they study that long and *abstruse course of study at all*? If the views of the little tactics-men are correct, why not merely buy Scott's Tactics, study it two or three months, and then go to commanding men? Yet all will grant the perfect absurdity of such a course as this. Who would be so illiberal, so owl-eyed, as to restrict the education of cadets to such contemptible limits, under the supposition that they will never be high officers. Allowing, for argument's sake, that they will never be higher than captains, still no men of sense will deny the necessity of some practical strategic instruction. Why, in our service, we see even second lieutenants entrusted with responsible commands, and required to plan attacks on the enemy.

But it is utterly unphilosophical, nay, absurd, to proceed upon the supposition that the graduate of the Military Academy will not fill any particular office, on account of its elevation. We know the accidents of service, and we know that, in a war with a civilized foe, the officer who is captain to-day may be general to-morrow. Therefore, in carrying on an institution for the education of officers, wise men will assume and will go upon the principle that the humblest person in the Academy may, one day or other, be commander-in-chief. But the most important and beneficial result that can accrue from the drilling of the cadets in strategy, will be the enlarging and liberalizing the mind. They will learn to think for themselves. Their intellects will not then operate in a certain beaten channel, with regard to military matters, but will be able to diverge from it, according to their own volition. The workings and combinations of their minds will then vary with circumstances. There will be no liability of their then having a certain set of rules, which they will apply to all cases. They will then be good planners, as well as executors of plans. Certain plans and systems of attack and defence, and of the disposition of troops, by the cadets acting as officers, will be warmly discussed in the corps, and will be combatted or defended by the different cadets, according to their various opinions. And instead of the dead calm which is too apt to pervade the corps,

with reference to military matters, all would be interest and intellectual excitement. Thus the general as well as the military mind (so to speak) would be improved and invigorated. There would then be a much higher degree of intellectual cultivation in the corps than there is at present.

As we said before, we would have the principles of permanent and field fortification taught in the field. It would add very little to the expense, and infinitely to the professional knowledge and skill of the cadets.

There is one hint which we must not forget to offer, which is, that every commander-in-chief should hand to the Professor of Engineering a kind of report or journal of his battles, campaign, or march, (as the case might be,) embodying with his own individual report those of his inferiors. If convenient, let the members of the first class discuss this plan in the section-room, and let the Professor point out the errors and advantages of it, so that, in future, the one might be avoided and the other remembered. Moreover, cadets, in this way, would acquire a readiness in composition, especially in making military reports, a faculty of vast utility to the officer. By the way, we are glad to learn that the present distinguished and able head of the moral philosophy and rhetorical department has introduced the practice of requiring the cadets to compose. The advantage and necessity of this course are too self-evident to require argument to show them.

While on this subject, we would observe, that if a literary society could be engrained on the Academy, and the performance of its duties could be made a part of the exercises of the institution, we think it would be productive of the most beneficial results.

We would also have the cadets taught the practice and the grace of riding, beside the cavalry tactics, when horses are brought to West Point. It would be a handsome and an agreeable exercise, and one which would conduce alike to the health and the cheerfulness of cadets.

We ardently trust that the hints which we have given on these subjects, especially those of strategy and tactics, will call forth a discussion of the expediency of some alteration in the course of military instruction at West Point, and that the amendments we have pointed out may be made, is our sincere prayer as a friend of the Military Academy.

SAM JONES.

### FLORIDA WAR—No. 3.

TAMPA BAY, E. F., Jan. 24, 1839.

The fight expected by Colonel Fanning, when I last wrote to you, seems to have turned out to be nothing but the fabrication of an old squaw, who was captured on the Ocklawaha, and who, like most old women, was fond of hearing herself talk. Sam Jones, instead of being on the St. Johns, turns out to be south of the Tol o-chap-ko river, or the Synabal, and rather disposed to keep out of our way than to make battle, notwithstanding the story of the two Indians who came into this place four or five days ago. Those two rascals, with half a dozen others, it seems, came to this place to steal Uncle Sam's horses; but finding Captain Dusenberry too much on the alert for them, they came in, and told us a story of Sam Jones being in the swamps near the everglades, ready to fight us as soon as we chose. What effect this story will have at head quarters has not transpired, but doubtless something will be done. Captain Abercrombie has just returned from the region in which Sam Jones is said to be, and reports that there are Indians there, but that they are in the swamps, and on the alert. Perhaps there will be another march to the everglades this winter.

Gen. Taylor is here, having explored the swamps and hammocks along the Suwanee, without finding the enemy in force there.

Major Churchill and Col. Fenning find no In-

dians, at least no fighting ones, on the Ocklawaha, while Col. Davenport, with innumerable marchings and counter-marchings between the swamps and the Wacassa, near the mouth of the Withlacoochee and Panosoka, and Wahoo, east of Fort Cross, has not been able to detect even so much as one hostile mockasin track. The fact is, the Indians north of the line drawn from this place to Fort Mellon seem to be, "like angel visits, few and far between."

Major Wilcox, with a battalion of the 3d artillery, and one company of the 2d infantry, has already opened a road, almost to the western border of Lake Tohopkeliga, a distance of fifty miles, and established two new forts, without capturing any thing nearer an Indian, than a miserable little pony, which some Indian had rode to death, and left in the swamps of Hichipuckasassa, because it could not carry him as fast as his own legs. To be sure, we heard they had seen mockasin tracks; but then I am told that some of the officers wear mockasins; perhaps they saw their own tracks. At all events, mockasin tracks or not, the Indians seem to have gone south, and what will Gen. Taylor do? Perhaps he will follow. Col. Davenport, Col. Green, and Col. Cummings, have each of them parts of regiments, ready to follow him, if he says the word, to the everglades, Cape Sable, or any where. But why should he pursue the Indians? If he should come upon them, in the swamps, they would scatter like a flock of partridges, each one seeking his own safety in the everglades.

One thing is certain; the line of forts from Tampa to Fort Mellon will be completed in four or five weeks. The forts will not be more than twenty-five miles apart. Fifty men each, with half a dozen horsemen, will be able to give immediate notice of any movement of the Indians from the south across this line, if they could not impede their course. Let this chain of forts be built and kept up next summer, if possible. The Indians will then be kept south, and next year we can drive them into the Gulf, and colonize them on Key West. I have written to a friend who will have some opportunities of seeing the region between this place and Fort Mellon, and I shall be able to let you know what kind of a base of operations this line of posts will make, if our gallant old General should be obliged to hunt for Sam Jones another winter.

I see but little prospect of our capturing and killing many Indians this campaign. More than half the troops in Florida are engaged in building forts or cutting roads; and the other half are unable to find the Indians in force any where. When all our roads are cut, and forts built, and three-fourths of our troops placed in them as garrisons, we will perhaps find out where the Indians are. Summer will be at hand, and it will require all the healthy soldiers to attend to the sick, and to bury the dead. And this is warfare! glorious, noble, chivalrous warfare!

So let it be! we'll serve Uncle Sam, if we die for it. Nothing is impossible. Floyd has penetrated the impenetrable Okelencokee.

A SUBALTERN.

### DOMESTIC INTELLIGENCE.

#### FLORIDA WAR.

From an officer who arrived last evening, from the seat of war, we learn that the Indians are scattered through middle Florida, in very small parties, and that there is no prospect of bringing the war to a close for some time. Cattle in great abundance are found in all the hammocks, to which they resort for food, and the few Indians who have been killed or taken, were plentifully supplied with ammunition of the best quality. Gen. Taylor had gone to Tampa Bay, having learned that a number of the Seminoles and Micasukies intended to surrender themselves at that place.

It was reported that the express rider from Fort

Harlee to Micanopy had been killed, near the latter place. Very little confidence was placed in the rumor of a surrender at Tampa Bay. Gen. Taylor has established a cordon of posts from Tallahassee to Suwannee river, between which and the Gulf, most of the Indians are supposed to be. Twenty-five men of each company are mounted, which renders a speedy concentration of a considerable force practicable upon an emergency. And by gradually drawing the posts towards the Gulf, thus narrowing the field of operations, the General expects to force the Indians to a speedy surrender.

Major Noel, with the greater part of the sixth regiment, left Deadman's bay on the morning of the 27th Jan., for the mouth of the Suwannee, where, it was understood, a considerable party of the Seminoles were concentrated.

Gen. Taylor has been very active and zealous in endeavoring to bring about a termination of this protracted war.—*New Orleans Bee*, Feb. 2.

*Office of the St. Augustine News*, Feb. 9, 1839.

**CAPTURE OF INDIANS.**—One Indian woman, captured by scouts under Capt. Washington, 8 warriors and 10 women under command of Capt. Winder and L. J. Beall, 2d Dragoons. They passed down the river to Garey's Ferry yesterday; they were taken near Apopka. The command is on a fresh trail.

*From the Herald*, 9th inst.

On Tuesday a squaw was taken near Haw creek by Capt. Washington's command, who have been on a scout for several days. She says that there is a gang of four Indians at Kingsley's place near Picolata, and another of twelve and their families at Dunn's Lake.

She says also that the Seminoles are going in at Tampa, and Coa-coa-chy with them. This, of course, is not believed.

**SAM JONES.**—Extract of a letter, dated St. Augustine, Feb. 9, 1839:

An officer just arrived from Picolata reports that Capt. Lloyd Beall, with a party of the 2d dragoons, had just taken and sent in, from near Lake Apopka, a party of eighteen Indians—eight of them warriors. Two of the warriors are near relatives of Wild Cat, and another is a cousin of Sam Jones, which last reports that Sam Jones says that he will hang any Indian who talks of coming in, or any white man who comes to him.—*Savannah Georgian*.

**LITTLE ROCK**, Jan. 23.—Five companies of the 4th regiment U. S. infantry, under command of Capt. G. A. McCall, arrived here on Sunday morning last from Calhoun, Tenn., on a keel-boat, towed by the steamer Melton, leaving the remaining five companies below Pine Bluff, the boat being unable to stem the current with two keels. The boat returned below to bring them up, leaving those she brought here encamped below town.

The strength of the regiment is about 400, and comprises a portion of the brave fellows who have, for the last three or four years, been hunting the Seminoles in the swamps and hammocks of Florida. They have latterly been engaged in removing the Cherokees from North Carolina, and a portion of them in hunting the gang of murderers who had fled to the mountains of that State. We hope that when they reach Fort Gibson, their destination, they will be allowed that repose which the hardships of their recent campaigns must render necessary. Their appearance is about what might be expected of men who have been long engaged in an Indian war—none of the most respectable. They are dressed in fatigue uniform, and that none of the cleanest. We see no reason why troops on the march, or removing from post to post by water, should be permitted to be careless in their apparel and general appearance, as is usually the

case with them when passing here on their way to the garrisons.

After the foregoing was in type, the Melton reached here with those who had been left below, and started last night with the whole body of troops.

The following is a list of the officers present with this regiment:

Capt. George A. McCall, commanding.  
1st Lieut. H. L. Scott, Adjutant.  
2d Lt. Chs. Hoskins, As't Qr. M. and act'g Com'y.  
Ass't Surgeons A. F. Suter, E. B. Wolcott.  
Capt. G. Morris; 1st Lieutenants C. H. Larned, J. L. Hooper, and H. Prince; 2d Lieutenants C. Freeman, R. M. Cochran, R. H. Graham, J. H. Gore, and E. G. Elliott.—*Gazette*.

**NORFOLK**, Feb. 12.—The U. S. ship Macedonian dropped down yesterday to Hampton Roads.

A list of officers of the U. S. frigate Macedonian, bearing the broad pennant of Com. Wm. B. Shubrick:

Captain, Beverly Kennon.  
Lieutenants, S. B. Wilson, A. E. Downes, F. A. Neville, J. C. Sharpe, S. B. Bissell, Z. Holland.  
Surgeon, T. L. Smith.  
Purser, Edward T. Dunn.  
Acting Master, J. C. Walsh.  
Commodore's Secretary, John Minor.  
Assistant Surgeons, S. R. Addison, J. Huntington.  
Passed Midshipmen, Chas. Steedman, R. L. Love.  
Midshipmen, A. H. Jenkins, John P. Bankhead, G. D. LeMoine, John C. Febiger, William B. Webb, J. F. Marraist, H. Ashton, Charles Wager, J. L. Nelson.  
Professor of Mathematics, Jarvis McDuffie.  
Commodore's Clerk, William Cooper.  
Captain's Clerk, Richard Kennon, Jr.  
Boatswain, John Shannon.  
Gunner, Charles Wade.  
Carpenter, Daniel Caswell.  
Sailmaker, James R. Childs.  
Marine Officer, 1st Lieut. Henry B. Tyler.  
Passengers.—Passed Midshipmen Wm. B. Ludlow, Robert E. Hooe.—*Beacon*.

**NAVAL.**—The frigate United States was taken out of the dry dock, at Charlestown, yesterday. The frigate Constellation will be taken into the dock on Monday.—*Boston Transcript*, 16th.

We learn that orders have been received at the navy yard to fit out the U. S. corvette Concord for a three years cruise immediately.—*Boston Mercantile Journal*.

**THE CONSORT.**—We learn that the Secretary of the Navy has approved of the conduct of Lieutenant Gardner in reference to the French brig Alcibiade, which fired a shot ahead of the Consort as she was entering the port of Vera Cruz. We take it, the whole nation approves also, now that the circumstances are correctly understood.—*N. Y. Journal of Commerce*.

Lieut. Prouty, of the U. S. revenue cutter Hamilton, at Boston, saved the life of a poor fellow who was caught in the ice at the lower part of that harbor on Saturday, 12th inst. The man had been five hours in a small boat, without any apparent chance of extrication. Due honor should be done to Lieut. P. for this noble act.

The funeral of Captain MARVEN P. MIX, of the United States navy, took place on Sunday. Captain Mix joined the navy at the commencement of the last war with Great Britain, and served with distinguished bravery and ability, under Commodore Chauncey, on Lake Ontario. His conduct met with great commendation, and was frequently mentioned in the official orders of the day. His skill, courage, and uniform good conduct advanced him repeatedly to stations of responsibility and trust. On his return

from the Mediterranean a few years since, as first lieutenant of one of our seventy-fours, it was stated at the time that no ship was ever brought into port in finer condition. He was an accomplished officer and gallant seaman. His last service was in the command of a sloop of war on the West India station. His country has lost a most patriotic and valuable officer, his family an affectionate and dutiful husband and father.—*New York Express*.

A high compliment has been paid by the citizens of Memphis, Tenn., to Captain A. H. Bowman, of the United States Corps of Engineers, who has been engaged during the last four years in superintending the construction of the road across the Mississippi swamp, opposite to Memphis. In the course of that period his conduct and character as a public officer, and in the relations of domestic life, had won for him the respect and warm friendship of the people of Memphis, and the occasion of his departure for another post was taken to testify to him the estimation in which they held him. A public dinner was accordingly given to him, followed by a brilliant evening entertainment to the captain's lady and family.

#### N. Y. STATE SOCIETY OF THE CINCINNATI.

It has become the painful duty of the President of the Society to announce to its members the recent and lamented death of the Honorable Major General STEPHEN VAN RENSSELAER, an honorary member of this Society, and eldest officer in rank of the militia of this State.

Our country has given birth to few individuals, if any, whose loss will be more sincerely and universally regretted and deplored. As a patriot, his valuable services were promptly devoted to his country, both in peace and in war. In his civic character, the records of his country will exhibit him for years presiding over many of her most important institutions. In his military capacity we find him among the first in war, exchanging the joys and comforts of domestic life, amid a numerous, amiable, and interesting offspring, for the toils, privations, sufferings, and dangers of the tented field. Born to a princely inheritance, his vast available income was ever disbursed with unbounded munificence in charities and donations, to aid the moral, intellectual, physical, and religious advancement of the human family, without the semblance of ostentation or unworthy selfishness. In friendship, he was sincere—to simulation a stranger, bearing always, figuratively, but truly, his heart in his hand, free from all disguise. Infinitely known to the President from years of boyhood, he can assert with confidence, that the whole tenor of his life was an illustration of those virtues and graces which elevate, adorn, and dignify the human character.

The members of the Society are requested to wear the usual badge of mourning for thirty days.

BY ORDER, MORGAN LEWIS,  
State Major General U. S. Army,  
and President of the Society.

CHAS. A. CLINTON, Sec'y.

#### CANADA.

We learn that Gen. Scott, having received information from Col. Worth that an outbreak had taken place on the northern frontier, immediately left Albany for the seat of the disturbance, with the intention to take summary measures to put down any manifestations of sympathy.—*New York American*.

The Montreal Gazette gives the following account of the affair:

We regret to learn, that on the night of Saturday last, another most lawless and atrocious incursion from Alburgh, Vermont, was made by about twenty citizens of the United States, on the peaceable inhabitants of our frontier, at Caldwell's Manor. It

appears that, on the night in question, or rather about 3 on Sunday morning, the marauders, being armed and disguised, broke into the house of a man of the name of Vosburgh, living in the third concession of Caldwell's Manor, bound him and his son with cords, and wounded both of them in several places with bayonets and swords, so much so, that the life of the old man is said to be in great danger.

They then set fire to the house and barn, but the fire in the former was fortunately extinguished. None of the persons engaged in this atrocious outrage were recognised by the Vosburgh family but one. The time occupied by the perpetrators of this affair is said to have barely exceeded a quarter of an hour. The patrol of Captain Rowe's company of volunteers had just returned to their quarters when the sentry gave the alarm of fire.

On the volunteers reaching the spot, they found two neighbors from the American side of the lines humanely employed in endeavoring to extinguish the flames; but, however anxious we might be to render them the credit they so well deserve for their humanity and kindness, we are precluded, by their own expressed wishes, from mentioning their names, as they are, they say, fearful of the consequences, should the circumstance become known to their marauding and murdering neighbors. Captain Grattan, employed on particular service on the Clarenceville frontier, on notice of the outrage reaching him, was speedily on the spot. Dr. Laffin was prompt in rendering medical aid to the wounded sufferers.

FROM THE FRONTIER.—A letter received in this city on Saturday, from Plattsburgh, confirms the story of the recent outrage at Caldwell's Manor, and adds, that on the following night several houses were burnt in Alburgh, Vermont, by some persons unknown. On the receipt of this intelligence at Plattsburgh, Colonel Pierce immediately despatched a small party of United States troops to Alburgh, and followed himself the next day. It is more than probable that these outrages on the frontier are parts of a regular plan to embroil the two countries in a war.—*Albany Daily Advertiser*.

#### MILITARY INTELLIGENCE.

##### QUARTERMASTER'S DEPARTMENT.

*Quartermaster General.*  
Thomas S. Jesup, On leave of absence.  
*Assistant Quartermasters General.*  
H. Stanton, Acting Quartermaster General.  
T. Cross, Senior officer of the Department in Florida—Head Quarters Garey's Ferry.  
*Deputy Quartermasters Gen.*  
J. B. Brant, St. Louis.  
H. Whiting, Detroit.  
*Quartermasters.*  
T. F. Hunt, Garey's Ferry, Florida.  
I. Clark, New Orleans.  
E. Mackay, New York and Philadelphia.  
Charles Thomas, Fort Smith, Arkansas.  
*Assistant Quartermasters.*  
S. McRee, St. Augustine.  
J. M. Washington, Serving with his company in Florida, by special permission of the Secretary of War.  
D. D. Tompkins, Trader's Hill, Georgia.  
C. A. Waite, Assigned to duty on the Vermont frontier—station Swanton, Vt.  
*Thomases Swords,* Fort Leavenworth.  
G. H. Crossman, Assigned to duty at Boston—at present in attendance as a witness before the C't of Inquiry at St. Louis.  
S. B. Dusenbery, Tampa Bay.  
D. H. Vinton, Assigned to duty on Niagara frontier; stationed at Brownsville, N.Y.  
E. B. Alexander, Fort Smith, Arkansas.  
O. Cross, Baton Rouge, Louisiana.  
J. P. Davis, Fort Gibson, Arkansas.

F. Searle, Fort Butler, Florida.  
S. P. Helntzelmen, Tallahassee, Florida.  
J. R. Irwin, Assigned to duty at Charleston, S. C., at present sick in Philadelphia.  
M. M. Clark, At Washington, attending to the settlement of his accounts.  
E. S. Sibley, Savannah, Georgia.  
E. B. Babbitt, Boston.  
H. A. Terrett, Assigned to duty at Ft Jesup, La.  
R. E. Clary, On temporary duty at Chicago, Ill.  
C. O. Collins, Plattsburgh, N. Y.  
A. R. Hetzel, On duty in the Quartermaster General's office, and disbursing for seventh district.  
R. H. Peyton, St. Marks, Florida.  
H. S. Dix, Carlisle, Penn.  
J. W. McCrabb, Fort Cluch, Florida.  
E. A. Ogden, Buffalo, N. Y.  
J. M. Hill, Sackett's Harbor, N. Y.  
D. S. Miles, Assigned to duty in Florida, and ordered to report to Col. Cross.

QUARTERMASTER GENERAL'S OFFICE,  
Washington, Feb. 20, 1839.

1st Dragoons—Asst. Sur. Wolcott is assigned to duty with the squadron at Fort Gibson—Lieut. Col. Mason's leave of absence extended till 31 May.

3d Artillery—Lieut. Col. Gates' leave of absence extended for thirty days. Captain L'Engle, A. Q. M., resignation accepted, to take effect Nov. 30, 1838.

3d Infantry—Leave for two months granted to Capt. Cotton. Major Wilson ordered to join the battalion of his regiment at Fort Towson. A detachment of 81 recruits, enlisted at New Orleans for the 3d infantry, left the barracks below that city on the 5th inst., under the command of Lieut. Sherwood, 7th Infantry, for Fort Jesup.

4th Infantry—Assistant Surgeon Bailey is assigned to duty with the regiment. A detachment of 195 recruits, destined to reinforce the 4th regiment of infantry, on the Arkansas river, sailed from New York on the 16th February, in the ship St. Mary, bound to New Orleans. Officers—Captain DeHart, 2d artillery, commanding, and Lieut. Alsquith, 1st artillery. A detachment of 69 recruits, enlisted in New Orleans for the 4th infantry, left the barracks below that city on the 3d inst., under the command of Capt. Dorr, 6th infy., for Fort Gibson.

## ARMY.

### OFFICIAL.

GENERAL } HEAD QUARTERS OF THE ARMY,  
ORDERS, } ADJUTANT GENERAL'S OFFICE,  
No. 11, } Washington, Feb. 12, 1839

THE following Regulation has been received from the War Department, and is published for general information:

#### REGULATION CONCERNING SUTLERS.

"WAR DEPARTMENT, Feb. 11, 1839.

1....Each military post shall have one sutler, to be appointed by the Secretary of War, upon the nomination of a full Council of Administration, countersigned by the commanding officer of the post.

2....Upon the approval of the nomination, the sutler, thus appointed, shall hold his office for the term of three years, unless sooner removed by the order of the War Department; but he may be suspended from the privilege of sutling by the commanding officer of the post, upon the complaint of the Council of Administration, until the order of the Secretary of War can be received in the case.

3....At the expiration of three years, the appointment may be renewed, upon a full examination by the Council of Administration, and their report to the Secretary of War of the conduct of the sutler, countersigned by the commanding officer of the post.

4....In case of non-appointment, accidental vacancy, or suspension, the commanding officer of the post may appoint, upon the nomination of the Council of Administration; such appointment to be immediately reported to the Secretary of War, and to remain valid until his pleasure be made known thereupon.

5....Troops in campaign, or on distant service, will be allowed sutlers at the rate of one for every regiment, corps, or separate detachment, to be appointed by the commanding officer of such regiment, corps, or detachment, upon the recommendation of the Council of Administration, and subject to the approval of the general, or other officer in command.

6....The post sutlers, heretofore appointed, will be continued during the term expressed in their warrants of appointment, subject to the regulations for the government of sutlers of the army of the United States.

7....The 3d, 4th, and 5th paragraphs of article 32, of the General Regulations for the Army are rescinded.

J. R. POINSETT."

BY ORDER OF ALEXANDER MACOMB,

MAJOR GENERAL COMMANDING-IN-CHIEF:

R. JONES, Adj't. Gen.

## NAVY.

### ORDERS.

Feb. 8—P. Mid. D. F. Dulany, ship Warren.

P. Mid. J. R. M. Mullany relieved from order to ship Warren, and to remain attached to Rendezvous, New York.

9—Captain M. C. Perry, command of steam ship Fulton.

Passed Ass't. Sur. H. S. Rennolds, Navy Yard, New York.

14—Mid. W. H. Macomb, Naval School, N. York.

Mid. J. B. Randolph, do do

15—P. M. E. S. Hunter, Kee's ship, Philadelphia.

18—P. Mid. J. F. Borden, do do

P. Mid. J. W. Cooke, det'd fm ship Warren.

Mid. C. E. Flemming, do do.

P. Mid. F. S. Haggerty, do fr'te Constitution.

Lt. J. W. Swift, steam ship Fulton.

### RESIGNATIONS.

Feb. 16—John O. Butler, acting Carpenter.

18—Ezra T. Doughty, Lieutenant.

### U. S. VESSELS REPORTED.

Frigate Macedonian, Captain Kennon, bearing the broad pendant of Commodore Shubrick, sailed from Hampton Roads for the West Indies, on Thursday morning, Feb. 14.

Ship Boston, Commander Babbitt, at Havana, 5th inst. to sail on a cruise in a few days—officers and crew all well.

Ship Vandalia, Commander Levy, sailed from Pensacola, on the 3d instant, for Vera Cruz.

The New York Star publishes the following list of officers attached to the U. S. ship Vandalia:

URIAN P. LEVY, Commander, Lawrence Pennington, Spencer C. Gist, Lieutenants. Two vacancies in com. Lieutenants. Acting Master Henry J. Paul. John V. Smith, Surgeon. James Brooks, Purser. Edmund Lannier, Chs. S. Ridgely, John N. Maffit, Passed Midshipmen. William A. Green, Assistant Surgeon. Daniel Ammen, Hamilton Godman, Alphonse Barbot, Henry K. Davenport, Israel Wait, William L. Blanton, Samuel Marcy, Charles Bertody, John C. Richardson, Lyman R. Law, Midshipmen. H. Dewey, Captain's Clerk.

EAST INDIA SQUADRON—Frigate Columbia, Commo. Read, and ship John Adams, Comm'r. Wyman, arrived at Bombay, from Muscat, Nov. 1, and sailed Nov. 11.

Packet schooner Woodbury, Lieut. Comd't. Nicholas, sailed from S. W. Pass Mississippi, on the 5th instant, for Vera Cruz.

## MARRIAGES.

In Norfolk, on the 13th inst., Mr. THOMAS REILLY, Jr., to Miss HARRIET, daughter of Captain THOMAS T. WEBB, of the U. S. navy.

In Philadelphia, on the 12th inst., Lieut. JOHN E. BISPHAM, U. S. N., to ALETTA, fourth daughter of SAMUEL HAZLEHURST, Esq., of Philadelphia.

In New York, on the 13th instant, JAMES C. WILLIAMSON, of the U. S. navy, to THERESA K., daughter of the late JONATHAN WILMARTIN.



## DEATHS.

At Sing Sing, N. Y., on the 7th inst., in the 75th year of her age, Mrs. CATHERINE HALE, relict of the late Dr. M. HALE, of the U. S. army.

At Mount Pleasant, Westchester county, N. Y., on the 10th inst., Mrs. CATHERINE HALL, sister to the Hon. J. K. PAULDING, Secretary of the Navy.

In Annapolis, Md., on the 10th instant, FRANCIS, son of Lt. JOHN B. SCOTT, of the U. S. army, aged about 2 years and 7 months.

On Saturday, the 9th instant, of tubercular consumption at the residence of his father, NATH'L. YOUNG, Esq., near the Isle of Wight Court House, Va., Lieut. JOHN FRANCIS YOUNG, U. S. Marine Corps, in the 22d year of his age.

## REVOLUTIONARY SOLDIERS AND PATRIOTS.

In the city of Hudson, on the evening of the 11th Jan. Captain ALEXANDER COFFIN, in the 99th year of his age, (born 21st September, 1740, on the island of Nantucket.) Until within the last year, he was active and prompt in bodily exercise; the sickness terminating his life was of about 4 weeks' duration, being the natural decay of the system. He was the last of the original proprietors who settled in the city of Hudson in 1784. Often called by his fellow citizens to places of confidence—was twice elected to the Legislature of Massachusetts—a member of the convention of this State for amending the constitution—post master and mayor of this city, discharging the duties with satisfaction to his constituents, and honor to himself. He had long been an intelligent shipmaster of sterling integrity, until he finally discontinued the seas, at about sixty years of age.

In the winter of 1774, he had for passengers to London the consignees of the *Tea*, then recently destroyed in Boston harbor. That so much worth should be early sought for, might well be expected; the same year he was invited to dine with Dr. Fothergill, in company with Dr. Franklin and a British peer, in London; thus becoming early initiated in the views, feelings, and anticipations of those true friends of the American Colonies, he at once came out a firm supporter of the American cause, an unwavering patriot. He was the bearer of the despatches from Dr. Franklin, in Paris, announcing the friendly interest the French court had manifested towards America. He was twice a prisoner during the war—and was very intimate with John Adams, John Hancock, and Samuel Adams, and the leading whigs of the Revolution, and has since enjoyed the most friendly relations with the most prominent men of the present day, and those preceding them.

The above was from the pen of a correspondent. We extract the following from an editorial article in the same paper:

The funeral of the venerable Alexander Coffin was attended, on Sunday last, by a very large number of our citizens. His bodily and mental powers were to the last as vigorous as most men possess at the age of from sixty to seventy.

He possessed uncommon decision of character and strong moral principle; as an example of which a relative of the family informs us, that up to the age of eighty or eighty-five years, he had been in the habit of taking his glass of brandy, or spirits and water, daily, at 11 and 4 o'clock, having contracted the habit in his early days at sea. A temperance paper fell into his hands, which pleaded for the disuse of ardent spirits; after reading it, he remarked it was reasonable and conclusive; and from that time wholly abandoned the practice.—*Hudson Republican*.

In Albany on the 11th Jan., JESSE COLES, in his 83d year. He aided in the battles of Horse Neck, New Bedford, &c. He served as the captain of a partisan band, until he was captured and brought to that city, where he served Washington as a spy until the conclusion of the war.

In Truro township, Franklin county, Vt., on the 4th Jan., Mr. FREDERICK SPRAGUE, in the 77th year of his age.

At his residence in the town of Steuben, Onondaga county, N. Y., on the 1st of January, instant, JONATHAN STEUBEN, in the 82d year of his age. Mr. Steuben was a soldier and an officer during the war of the Revolution, and acted a conspicuous part in the cause of American

independence—is the same who was formerly known by the name of Arnold, but after the base treachery of General Arnold at West Point, such was his devotion to the cause of liberty, and utter contempt for that officer's conduct, that he, by the request of Baron de Steuben, resolved to abandon the name that circumstances had rendered odious, for one more intimately connected with his country's welfare.

Suddenly, of a stroke of the palsy, at his residence in the town of Ullyses, N. Y., on the 3d Jan., General JOHN SMITH, in the 72d year of his age. General Smith has held various civil and military offices; he was a captain in the service of the United States for one campaign on the Niagara frontier, during the late war with Great Britain; and was with General Wayne in his expedition against the Indians.

In Campbell county, Va., on the 14th Jan., Captain SACKVILLE KING, in the 92d year of his age. He was at the surrender of Cornwallis, and was the last of six brothers, all of whom served in the Revolutionary war.

On the 12th January, at his residence in Mountville, in this Parish, Judge WILLIAM GARRARD, in the 74th year of his age, a native of Stafford county, Virginia, and an officer in Washington's army up to the time of the surrender of Cornwallis at Yorktown. He was a vigilant and worthy soldier, and in that battle distinguished himself as such. At the close of the war he moved to Kentucky, and was called to the bench as one of her judges—from whence, thirty-eight years since, he became a citizen of this parish, by appointment of Mr. Jefferson as a Land Commissioner. His loss is sincerely regretted by numerous friends. His remains were followed to the grave by the volunteer companies of the town of Opelousas, as the last tribute of respect due to an aged and worthy patriot.—*Opelousas, Lou., Gazette*.

At Philadelphia, on Friday, the 18 Jan., in the 83d year of his age, Captain JAMES GLENTWORTH, of the Revolutionary army, and formerly surveyor of the port of Philadelphia.

At Philadelphia, on the 17th Jan., GEORGE YOHE, in the 84th year of his age, a soldier in the Revolutionary war.

On the 29th Dec., in Spartanburgh District, (S. C.) Captain MARTIN COLE, an officer of the Revolution, aged 83 years, 4 months, and 9 days. He was in the battles of Fort Mifflin, Brandywine, Germantown, Monmouth, and at the siege of Charleston, where he was taken prisoner by the British. He was one of General Washington's Life Guard for two years.

FULWAR SKIPWITH has been called to join his compatriots, in the fullness of years. Commencing life with patriotic impulses, he first sealed his devotion to his country, and gave assurance of his zeal, at the memorable siege of Yorktown, at the age of 17, as a volunteer. After the war, he was selected by Gen. Washington for a foreign consular agency; in this condition, for nearly 20 years, and chiefly as consul general in Paris, he faithfully and ably served his country at our most trying crisis, with general approbation. His intimate relations with most of the distinguished men that for so long a period wielded the destiny of France, as well as with those of his own country, is shown in an extensive correspondence of intense interest, and which was maintained with the survivors, to a late period in his career. Retiring from the turmoils of political life, he selected the mild climate of Louisiana for his residence, where, in literary retirement, he enjoyed the ideal repose of his early desires. In the political revolution of 1810, when that part of Louisiana, known as the Florida parishes, separated from the Spanish monarchy, he was unanimously elected Governor. On its union with Louisiana in 1812, he was selected to represent the district of Baton Rouge in the Senate of the State, and elected as its presiding officer, which situation he filled with great dignity and firmness. The character of Fulwar Skipwith belongs to his country—to it he always sacrificed, when he deemed it necessary, fortune, family, and self, with lofty principles of patriotism and honor, which he derived from a distinguished ancestry—improved by an extensive intercourse with the *élite* of the polished and literary circles of the French metropolis, he presented, even at the mature age of 74, one of the purest specimens of the accomplished Virginia gentlemen of the "olden time."—*New Orleans Bee*.

# ARMY AND NAVY CHRONICLE.

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VOL. VIII.—No. 9.] WASHINGTON, THURSDAY, FEBRUARY 28, 1839. [WHOLE No. 217.

## CONGRESSIONAL DOCUMENTS.

### APPROPRIATIONS FOR FORTIFICATIONS.

[To accompany bill H. R. No. 1141.]

FEBRUARY 12, 1839.

Laid before the House by the chairman of the Committee of Ways and Means.

WAR DEPARTMENT, February 7, 1839.

SIR: I have the honor to submit, for the consideration and action of the Committee of Ways and Means, the accompanying communication of the Chief Engineer, asking for an appropriation of \$15,000 for this year, for the construction of the projected fort at the pass at Grande Terre.

Very respectfully, your most obedient servant,  
J. R. POINSETT.

HON. C. C. CAMBRELENG,  
Chairman of Committee of Ways and Means, H. R.

### ENGINEER DEPARTMENT,

Washington February 6, 1839.

SIR: As it will probably be in the power of this department the ensuing season, to assign an officer to the construction of the fort projected for the defence of the pass at Grande Terre, an important position on the Gulf of Mexico frontier, I have the honor to suggest an application to Congress for the sum of \$15,000 for that purpose.

The sum mentioned has lapsed into the surplus fund from a previous appropriation, and will suffice for the operations of the first year.

I am, sir, very respectfully, your obedient servant,  
JOS. G. TOTTEN.

Colonel, and Chief Engineer.

Hon. J. R. POINSETT.

Secretary of War.

WAR DEPARTMENT, February 8, 1839.

SIR: I lay before the Committee of Ways and Means, for its consideration, the accompanying communication of the Chief Engineer, which specifies the smallest amount that should be appropriated for the prosecution of the several works therein mentioned during the present year.

Very respectfully, your most obedient servant,  
J. R. POINSETT.

HON. C. C. CAMBRELENG,

Chairman Com. Ways and Means, House of Reps.

### ENGINEER DEPARTMENT,

Washington, February 7, 1839.

SIR: Having made an examination of the state of the fortification balances, I take leave to present the following list of works in progress, with an amount set opposite to each, which is, in the opinion of this Department, rigidly a minimum estimate; and it is believed these operations could not be prosecuted on a less sum without serious disadvantage.

Preservation of Castle island and repairs	
of Fort Independence, Boston	\$25,000
For Fort Warren, Boston	40,000
For Fort Adams, Newport	10,000
For Fort at New London harbor	5,000
For Fort Schuyler, New York	10,000
Repairs of Castle Williams and Fort Columbus, and officers' quarters, New York	2,000
For Fort Delaware, Delaware bay	10,000
For Fort Monroe, Hampton roads	10,000
For Fort Calhoun, Hampton roads	15,000
For Fort Caswell, Cape Fear river	5,000
Fortification in Charleston, and for the preservation of the site of Fort Moultrie	10,000

For Fort Pulaski, Savannah	-	15,000
For Fort Marion and sea-wall, St. Augustine	10,000	
For Fort on Foster's bank, Pensacola	5,000	
Contingencies	-	10,000
Incidental expenses attending the repairs of fortifications and for the purchase of additional land in the neighborhood	-	50,000

Total \$232,000

For the fort for the defence of the pass at Grande Terre, reappropriated, this amount, which has lapsed into the sinking fund. \$15,000

I have the honor to be, very respectfully,  
Your most obedient,  
JOSEPH G. TOTTEN,  
Colonel, and Chief Engineer.

Hon. J. R. POINSETT,  
Secretary of War.

### REPORT FROM THE SECRETARY OF WAR,

In compliance with a resolution of the Senate, in reference to the defence of the frontier of Maine.

December 21, 1838—Referred to the Committee on Military Affairs, and ordered to be printed, and that 1,000 additional copies be furnished for the use of the Senate.

WAR DEPARTMENT, Dec. 31, 1838.

SIR: I have the honor to transmit you, herewith, reports of the commanding general and colonel of topographical engineers, enclosing the report of Gen. Wool and Major J. D. Graham, accompanied by sketches of the latter, in answer to a resolution of the Senate of the 22d instant, calling for information in reference to the defence of the frontier of the State of Maine.

Very respectfully,  
Your most obedient servant,  
J. R. POINSETT.

Hon. R. M. JOHNSON,  
President of the Senate.

### BUREAU OF TOPOGRAPHICAL ENGINEERS, Washington, Dec. 29, 1838.

SIR: I have the honor of transmitting to you the report of Brigadier General John E. Wool, United States army, together with the report and sketches of Major J. D. Graham, corps of topographical engineers, in reference to a reconnaissance of the frontier of Maine, called for by a resolution of the Senate of the 22d December, 1838.

Very respectfully,  
Sir, your obedient servant,  
J. J. ABERT,  
Colonel Topographical Engineers.

Hon. J. R. POINSETT,  
Secretary of War.

### HEAD QUARTERS, TROY, N. Y., October 30, 1838.

SIR: Herewith, I have the honor to transmit a report of the military reconnaissance of the frontier of Maine, made during the summer past, in obedience to instructions received from the War Department, dated the 12th May and 16th of June last.

Agreeably to your verbal instructions communicated at Washington, I repaired to Augusta, Maine, and conferred with his excellency, Edward Kent, on the subject of the reconnaissance required. He not only appeared much pleased with the object, but offered every assistance in his power to aid in its prosecution. I remained at Augusta until I was joined, the 23th June, by Major Graham and Lieut. John-

ston, of the topographical engineers. On the 29th of June we proceeded to Bangor, where I was delayed until the 3d of July, in consequence of some preparations necessary on the part of Major Graham, before he could commence his topographical sketches or surveys. The Major having completed his arrangements, we set out on the 3d of July for the examination of the northwestern frontier of the State, confining ourselves within the undisputed limits, as prescribed by your instructions of the 16th June.

After exploring Moosehead lake, Moose river, and the country west of Moosehead lake, as far as the highlands which divide the State of Maine from Lower Canada, I selected a position for the establishing of a military post for the protection and defence of the northwestern frontier of the State, on the height about one mile north of Moose river, fourteen miles south of the line, on the road called the Canada road, leading to Quebec. This position is a commanding one, and would be highly important if by any circumstance England should be induced to invade Maine, from the direction of Quebec or Lower Canada. It is situated on the only route by which a military force would attempt to penetrate the country from Lower Canada. Any other route would be attended with almost insurmountable difficulties, and which could not fail to retard the advance of an army. On either side of the Canada road, for nearly or quite forty miles south of the line, the country is unsettled and covered with a dense forest, through which roads must be cut and made, streams bridged, and boats built, and where neither forage, provisions, or any other supplies could be obtained. If England, however, should make war upon the United States in order to secure the possession of the disputed territory in question, she would not waste her resources by contending for it in the wilds or dense forests of Maine. Having an army and a navy at her disposal, she would endeavor to compel the United States to a cession of it by the destruction of our commerce, navy depots, commercial cities, and frontier towns. These, with the present disposition of the military establishment of the country, constitute our vulnerable points, and of which England would not fail to take advantage. She may, however, threaten Maine, from Quebec, and perhaps carry on a predatory warfare, by means of the Canada road. To protect the frontier, and prevent such incursions upon the people, I would establish a post, with two companies of infantry, near Moose river, with a post of observation on the height of land dividing Maine from Lower Canada. The depot of supplies for those posts I would establish on the south side of Moose river, one mile from the principal post. The Kennebec forks I would designate as a principal depot and place of concentration for the militia of that section of the country. The heights surrounding the forks are well calculated for defence, and would enable a small force, well directed, to hold a large one in check, until the militia of the country could be collected. Before closing this part of my report it may not be improper to remark, that a road has been cut out, but not made, north of the military position selected near Moose river, leading from the Canada road to the head of Moosehead lake. It has been suggested that a military force from Quebec or Lower Canada might penetrate Maine by that road and Moosehead lake. In answer to which, I have only to observe, that no general who understood his profession would invade Maine, by any route destitute of forage, provisions, and the means of transportation. On the contrary, he would take the route that would furnish the greatest amount of supplies, and the greatest facilities of marching into the heart of the country. To take the route referred to, he would be compelled to make roads, construct bridges and boats, and to carry with him his forage, provisions, and the means

of land transportation. In such a case it would require no foresight to predict the result. He would, beyond all question, be defeated, if the people of Maine were true to themselves or their country.

Deeming no other posts than those above mentioned necessary for the defence or protection of the northwestern frontier of Maine, I returned to Bangor, leaving Major Graham and Lieut. Johnston to make the required surveys and sketches.

On the 16th July, accompanied by his excellency Edward Kent, I set out to examine the eastern and northeastern frontier of the State. On the 17th, we examined the military position at Houlton, which I consider well calculated for the defence and protection of that region of country. With proper works, and a garrison composed of six companies of infantry and two of artillery, I do not believe any attempt would be made from New Brunswick to invade the disputed territory, or by that route to invade the settled parts of Maine. A general commanding at Fredericton, or St. Johns, with a large disposable force might attempt an enterprise against the garrison at Houlton, intercept its communications with, and cut off its retreat to, Bangor. This might be done by way of Woodstock, Eel river, or the Lakes Magalloway and Chippewascook, or Grand lake. From Woodstock, through by-roads, the military road could be reached five miles south and in the rear of Houlton. By Eel river and Dunn's, on the Calais road, the same point could be reached. By the lakes above mentioned, and Butterfield's, on the Calais road, the military road could be intercepted by a cross road, eight miles south of the Mattawamkeg forks, and about thirty-eight miles south of Houlton. This route would be the shortest from Fredericton, and in the winter the easiest to be accomplished. It is, however, not probable that, in the present wild state of the country, no roads being made except from Fredericton to Woodstock, any movement of the kind would be made with eight companies of regular troops at Houlton, and a respectable force at Calais. Such a movement by the British forces would undoubtedly produce a corresponding one on the part of the United States troops at Calais, against Fredericton or St. Johns, which, unless the British were in great force at those places, would produce a recall of any movement against Houlton or the disputed territory. No military commander would hazard an enterprise against Houlton or the disputed territory, if by such a movement he could possibly lose Fredericton or St. Johns, which would give to the conquerors the finest part of New Brunswick. To guard against any movement as suggested, I would recommend that a regiment of infantry and two companies of artillery be stationed at Calais, and one company of infantry and one of artillery at Eastport, with posts of observation at Butterfield's and Dunn's, on the Calais road, leading to Houlton. From Calais, Fredericton or St. Johns might be reached in three days. Should the above recommendations be adopted, I would designate Calais as a proper place for the main depot of supplies and concentration of the militia for the defence of the eastern frontier; and the Mattawamkeg forks for the depot and concentration of the militia for the defence of the disputed territory and the northeastern frontier.

In addition to the above, I would recommend the erection of an arsenal near Bangor, on the right or left bank of the Penobscot. Also a fortification and garrison at the entrance of both the Penobscot and Kennebec.

From a statement received from his excellency Edward Kent, it would appear that the militia of Maine exceeds forty-one thousand.

Of these, in the course of ten days, 4,500 could be collected at the forks of the Kennebec, 4,000 at the Mattawamkeg forks, and 2,500 at Calais. In twenty days there could be 12,000 collected at the Kennebec

forks, 10,000 at the Mattawamkeag forks, and 5,000 at Calais.

The above calculation, however, is made upon the supposition that they would be called out as organized by regiments and brigades. A draft would take a longer period, but the same number of men could be obtained.

It would also appear, from the same statement, that the State has in depot 9,000 muskets, 2,200 rifles, 350 pistols, and 850 swords, and a good supply of equipments, all in good order and fit for service. The arms and equipments, however, in the possession of the militia, are generally small, and too light for active service.

As soon as I receive from Major Graham his surveys, or sketches, of the reconnaissance of Maine, I will forward them, with such further explanations as may appear necessary to a right understanding of the report and surveys, &c.

I am, very respectfully,

Your obedient servant,

JOHN E. WOOL,

*Brigadier Gen. U. S. Army.*

To the Hon. J. R. POINSETT,

*Secretary of War.*

HEAD QUARTERS, WASHINGTON CITY,

*November 10, 1835.*

SIR: Having received from Major Graham his report and sketches of the military positions which I selected for the defence of the frontier of Maine, as referred to in my report of the 29th ultimo, I have the honor to lay them before you, with explanatory references, viz:

The position at the Kennebec forks as a place of deposit for supplies and concentration of the militia, for the defence of the northwestern frontier of Maine, is marked No. 1.

The military position selected on the Canada road, near Moose river, is marked No. 2.

The position selected as a post of observation, on the heights dividing Maine from Lower Canada, is marked No. 3.

The position at Houlton is marked No. 4.

The position at Calais is marked No. 5.

The heights to be occupied for the defence of Calais against any attack from New Brunswick, are called Ridding's hill at Milltown, and Sawyer's hill in Calais. The position at Calais, however, has been selected more in reference to offensive operations than defensive ones.

The position at Butterfield's, marked No. 6, and the one at Dunn's, marked No. 7, both on the Canada road leading to Houlton, are intended for posts of observation.

For a position to erect an arsenal, see the map of Bangor, and for a general view of the country, I would refer you to Greenleaf's map, herewith presented.

In conclusion, allow me to recommend to your approbation and confidence Major Graham and Lieut. Johnston, both of whom discharged their duties with zeal, ability, and great fidelity.

I have the honor to be, very respectfully,

Your obedient servant,

JOHN E. WOOL,

*Brigadier Gen. U. S. Army.*

To the Hon. J. R. POINSETT,

*Secretary of War.*

WASHINGTON, Nov. 1, 1835.

SIR: I have the honor to transmit to you by Lieutenant Palmer, of the topographical engineers, the topographical sketches which were made under your orders the past summer, of the localities upon the frontier of Maine, selected by you as suitable sites for military stations, and the results of the astronomical observations which were made to determine the latitudes and longitudes of those positions.

These sketches, which were made during a rapid examination of the country, will, I hope, show sufficiently the advantages of these several localities in a military point of view. For a connected view of the whole inland frontier of the State, I would recommend a reference to Greenleaf's map of Maine, published in 1832, which, although defective in some particulars, appears to be the most accurate one extant. The position chosen by you in the vicinity of Moose river post office, affords every advantage requisite as a site for a military post, and is upon the direct line of communication between Quebec and the frontier of Maine, being one hundred and eight miles from the former point, and fifteen from the latter. I would respectfully suggest to you that, should this point, or any other in its vicinity, be determined upon as a site for a military post, it would be important that the attention of the Government should be called to the necessity of improving the road between the forks of the Kennebec and the northern frontier line. The topographical features of the intervening country are such as to admit of the construction of an excellent road, notwithstanding which, the route at present existing frequently encounters inclinations which cause a very great augmentation in the cost of transportation upon it. The soil is well adapted to the construction of a good road, and the work should be preceded by a careful survey of location and specifications as to the mode of construction, with which the contractors should be required strictly to comply.

I would make the same suggestions in reference to the communications between Houlton and Calais, and also between the latter point and Bangor.

The sketch of Calais and its vicinity shows the advantages, as regards the military command, of all the positions which appear to be suitable as sites for posts or garrisons. The river St. Croix is navigable for merchant ships of the largest class up to this point, above which all navigation ceases.

When the system of sea coast defence which has been digested and recommended by the board of engineers for fortifications shall be carried into effect, the security which will be afforded to Bangor, and the advantages it possesses as a commercial port, will combine to render it one of the most important depots for supplying the interior with arms, the munitions of war, provisions, &c., to be found any where upon the coast.

Having been directed by you to make a topographical sketch of the several points offering advantages as sites for an arsenal, I have the honor to submit the accompanying drawing exhibiting the same.

Thatcher's point and Brimmer's common, on the south side of the Penobscot, and the ground immediately below Bennett's cove, upon the northern margin of the river, afford every advantage that could be desired as sites for an establishment of this kind. The great abundance, good quality, and low price of fuel would always ensure the economical application of steam power to machinery for the construction and repairs of arms, and for all the various purposes for which it would be requisite in an establishment of this kind.

The following table of latitudes and longitudes of the several points designated is the result of astronomical observations made by Lieut. J. E. Johnston and myself while acting under your orders. The observations were all made with great care, and were so multiplied as to verify satisfactorily the several results. The calculations have all been carefully reviewed since they were first made, and are believed to be free from errors of any magnitude at least. They will at least serve to improve somewhat the geographical knowledge of a portion of the State becoming every day more interesting from the increasing population and the progressive improvements in agriculture which are exhibited.

Places of observation.	North latitude.	West longitude from Greenwich.	
		In time.	In space.
Banzor, (at Banzor hotel.)	43° 47' 51"	4h. 35' 04 <sup>1</sup> / <sub>3</sub> "	68° 46' 04 <sup>1</sup> / <sub>3</sub> "
At Moose river custom-house, (Lowell's.)	43° 39' 04"	4h. 40' 59"	70° 14' 45"
Techevan's house, on the high ridge, on the Quebec road.	45° 45' 31"	4h. 41' 51 <sup>1</sup> / <sub>6</sub> "	70° 22' 51"
Houlton, Maine, (Hasey's tavern.)	46° 07' 28"	4h. 31' 13 <sup>1</sup> / <sub>6</sub> "	68° 48' 24"
Army post office, (Dunn's.)	45° 56' 38"	4h. 31' 16 <sup>1</sup> / <sub>6</sub> "	67° 49' 01 <sup>1</sup> / <sub>6</sub> "
Monument at head of St. Croix, 2½ miles east of Dunn's.	45° 56' 37"		
Western post office, (Butterfield's.)	43° 41' 28"	4h. 29' 01 <sup>1</sup> / <sub>8</sub> "	67° 15' 27"
Calais, (Thompson's hotel.)	43° 14' 28"		66° 58' 20"
Eastport, (Fort Sullivan.)	44° 54' 28"	4h. 27' 53 <sup>1</sup> / <sub>8</sub> "	

*Latitudes and longitudes of places within the State of Maine, determined from astronomical observations made in July and August, 1838.*

waters of the Moose and Penobscot rivers, in Maine, and the waters of the Chaudière river, in Lower Canada; 2d, To the northeast boundary, separating Maine from the province of New Brunswick, which is marked by the river St. Croix, from its entrance into the sea to its source, and thence by a due north line as far as Mars hill, which is the point at which the disputation arises as to the commencement of the highlands alluded to in the treaty, as separating the waters which flow into the St. Lawrence from those which flow into the Atlantic.

In discussing the subject of the military defences of this important and much exposed section of our country, it appears to me that the first object to be considered, and that which should receive the earliest attention of our Government, is the protection of its seacoast defences, by the erection of the fortifications whose positions, after the most careful examinations, have been indicated by the board of engineers, and recommended in their several reports now to be found in the archives of the War Department.

No enemy possessing a superior naval force, who designed invading this section of country, either for the purpose of harassing its inhabitants by destroying their property, of laying their commercial cities under contribution, or of taking possession of them with the view of commanding its interior resources, and pushing his conquests farther, would ever aim at effecting his object by entering with an army upon its inland frontier, and subjecting it to all the vicissitudes of a long march through the interior, so long as its important roadsteads and commercial ports remain undefended; because his object, if attainable at all, could be far more easily attained, and at much less hazard, by the combined operations of his army and navy in a vigorous and direct attack from the seaboard.

Should any emergency unfortunately arise to involve us in another war with Great Britain, the facilities and resources afforded by her great naval and military arsenal at Halifax, distant only 30 to 40 hours' sail from any of the principal seaports of this State, would, in their present undefended condition, enable her to blockade any one of them, or all of them, and to throw an army at once before their principal towns; and notwithstanding the valor with which the enemy would be met by the patriotic inhabitants, it is probably not hazarding too much to premise that it would cost more in blood and treasure to repel him, if his movements were judiciously made, as they no doubt would be, than would be necessary for the complete defence of these important points, by the erection of the fortifications that have been recommended, and some of them perfected in their plans, by the engineer board.

It is not necessary that we should here enter into all arguments that could be adduced to show the importance of these permanent works of defence in giving security to the country. The subject has already been amply and ably treated by the board upon whom the task devolved, as set forth in their reports already alluded to.

It cannot be supposed that a nation like ours, possessing ample means for accomplishing whatever may be necessary for the weal of its inhabitants, and valuing its civil liberty beyond every other consideration, can, through apathy or inadvertence, allow so important an object to be any longer deferred.

These measures accomplished, or decided on and in progress, our attention should be directed to the defence and security of our inland frontier, for, were it neglected, an ambitious and skillful commander, with a well-disciplined army, and properly sustained from his rear, would not hesitate, upon the emergency of a war, to avail himself of his advantage in assailing us from that quarter, with the view, under the peculiar circumstances of the case, of laying

Respectfully submitted by your obedient, humble servant,

J. D. GRAHAM.

Major U. S. Topographical Engineers.

To Brig. Gen. J. E. Wool.

United States Army.

LOUISVILLE, KY., Nov. 16, 1838.

SIR: I had the honor to forward to you, a few days ago, by Lieut. Palmer, of the corps of topographical engineers, the sketches which were made the past summer, agreeably to your orders, of the several localities selected for military posts on and near the frontier of the State of Maine.

I now avail myself of the earliest opportunity to submit to you my observations upon the general topographical features of the portions of country examined in the course of our reconnaissance, together with my views upon the importance of establishing garrisons at the points alluded to, in order to guard that frontier against invasion from a foreign or neighboring enemy, in the emergency of our country being involved in a war.

By the orders of the War Department, we were excluded, in the course of our examinations, from entering any portion of the territory claimed by the State of Maine, and now in dispute between the Governments of the United States and Great Britain, as to the right of sovereignty and jurisdiction under the treaty of 1783. The territory thus in dispute presents a frontier more than twice as extensive, upon the borders of Lower Canada and New Brunswick, as that which is acceded to by both nations under the terms of the treaty; and our examinations were restricted, 1st, To that portion of the boundary upon the northwest, which is marked by the highlands lying adjacent to and immediately between the head

waste the country, of advancing to the seaboard and destroying its cities, and then covering his retreat, or of fortifying himself in the possession of them; at the same time cutting off all communication with our own fortifications, by means of his army from within, and by blockade from without.

In advancing these ideas, I am not unmindful of the argument so often urged, even by some of our most distinguished public men, that it would be impracticable for any foreign enemy to march an army through the interior of our country, or to effect a lodgment within it, annoyed as he would be at every step of his progress by our regular and concentrated militia forces, who would have the advantage of attacking him from the mountain passes and other fastnesses, affording cover and security to them, at the same time that they would be formidable barriers to him, and render him liable to be cut off in detail.

It is certainly to be hoped that such would be the fate of any enemy who should make an attempt of this sort, and unquestionably every effort justly to be expected from our small regular force, aided by our patriotic but undisciplined militia, would be made to entail it upon him. Nor need we doubt that, under equal circumstances of discipline and numbers, we should be enabled to contend successfully against any foe. But this is not the aspect in which the question presents itself, nor in which it should be viewed in contemplating the subject of our military defences, or the security of any portion of our territory against foreign aggression; for it would surely be unwise in us, who have nothing to gain, but much to lose, by a failure in realizing anticipations which the fortune of war alone might disappoint, to hazard, upon a contingency, that which it behoves us, as we value our liberty and independence, to secure beyond every reasonable doubt.

Our own past experience, as well as that of other nations, both of ancient and modern times, should teach us that the efforts of an ambitious foe, having at his command a powerful navy, a large and well-disciplined army, and ample means to keep them constantly in action, would always be commensurate with his own estimate of the value of the prize before him, and that, if once allowed to possess himself of a strong position within our territory, it would be more difficult and more costly to dispossess him of it, than to have repulsed him at the threshold, attired by well-chosen garrisons and defensive works, matured and strengthened in time of peace.

It was with the view of selecting suitable positions for such establishments that the reconnaissances were recently made upon the frontier of Maine, under your direction, and I will now proceed to submit to you, respectfully, the following remarks upon the advantages they seem to me to combine in reference to that object.

1st. In reference to that portion of our undisputed boundary which is marked by the highlands which divide the waters of the Moose and Penobscot rivers in Maine, from the waters of the Chaudière in Lower Canada, and constituting the northwest frontier of Maine.

This line begins at the northeast angle of the State of New Hampshire, in about latitude  $45^{\circ} 29'$  north, and occupying an elevated and undulating ridge of highlands, extends, by a sinuous direction, generally from north  $35^{\circ}$  to  $43^{\circ}$  east for about seventy miles, when it reaches the lateral spur, or ridge, dividing some of the head branches of the Penobscot from the sources of the Walkostock, a tributary to the St. John's river, or rather a name which the St. John's assumes near its source. From this point the proper location of the boundary, under the treaty of 1783, is in dispute between our Government and Great Britain. Immediately adjacent to this portion of the highlands rise the sources of the Androscoggin, the Dead river, (a tributary to the Kennebec,) the Moose, and the Penobscot rivers, within the State of Maine on the one side, and the sources of the Chaudière and its tributaries, the De Loup and the La Poudre rivers, within Lower Canada, on the other side.

The country adjacent to the line on both sides is extremely rough, in some places mountainous, and generally marked by spurs shooting off in lateral directions from the principal ridge. It is almost uninhabited, being covered by a dense forest for some miles on either side, and although there are several deep indentations where the opposite waters approach and nearly interlock at their sources, there is at present, owing to the unclaimed state of the country, but one practicable road which traverses it. This is the road which passes up the valley of the Kennebec, as far as the forks, or mouth of Dead river; thence it proceeds in a general direction of north  $20^{\circ}$  west, and in a distance of twenty-eight miles from the forks it crosses Moose river near its source, which is in the wood ponds. Here there is a thriving settlement and a considerable portion of cleared and cultivated ground. From Moose river the road pursues nearly the same general direction for seventeen miles, where it crosses the boundary line near a deep depression in the highlands, where the sources of the De Loup river in Lower Canada nearly meet the waters of the Penobscot in Maine; there is still, however, a marked elevation separating these waters. This is the pass which was selected by Lieutenant Colonel Long, of the United States topographical engineers, as the most eligible point for crossing the highlands, in locating the proposed railroad for communicating between the tidewaters of Maine and Quebec, when, in the year 1833, an examination was made of the whole route, by him, within the State of Maine, and by Captain Yule, of the royal engineers, within Lower Canada. On reference to the published reports of these two officers, and from information derived from correct sources while engaged in my reconnaissance near the frontier, as well as from my own observation during a journey in the stage to Quebec, I am enabled to state that the distance from this pass to Quebec is ninety-three miles; the first thirty miles of which, pursuing a north-northwest course, near the valley of the De Loup, passes over extremely rough and hilly ground, crossing at steep ascents nearly all the protruding spurs from the table lands to the river; whereas, by avoiding these projecting spurs, and occupying the smoother ground offered by the valley of the stream, an excellent road might be made, presenting very easy and convenient grades. The soil within this distance is indifferent, and the country but partially cleared and thinly populated, chiefly by Irish emigrants. From the mouth of the De Loup the road pursues a direction nearly northwest to Quebec, a distance of sixty-three miles, occupying the rich and beautiful valley of the Chaudière river until within fifteen or eighteen miles of the St. Lawrence. This valley is of gentle descent, and from half a mile to two miles wide. It is well settled by French Creoles, and in a good state of cultivation, and the road excellent; for the soil is well adapted to make it so, and the inclinations upon it are, with a few exceptions, gentle and easy. The same remark is applicable to the remaining portion of the road between the valley of the Chaudière and the St. Lawrence.

Within our own territory, between the frontier and the forks of the Kennebec, the route of the road has been very badly chosen, apparently without any preliminary examination of the country. Although great facilities exist for constructing a good firm road of gentle and easy grades throughout, no judgment whatever appears to have been exercised on the subject, and it has been conducted over almost every steep ridge which presents itself on the route, when, by slight deflections from the direct course, they might have been avoided, and gentle grades have been preserved; a desideratum of the utmost import-

ance to insure economy in transportation upon all roads, of whatever description.

The points proposed to be occupied by garrisons and for depots of supplies upon and near this frontier, are shown by sketches Nos. 1, 2, and 3, made by Lieut. J. E. Johnston, of the topographical engineers, who was my assistant upon this duty.

The position proposed for the principal military post is one mile and a half north of the point where the Kennebec road crosses Moose river. It is upon the eastern margin of the road, and occupies a commanding elevation between two small tributaries of Moose river, and will, when the ground shall be sufficiently cleared of its growth of timber, overlook the approaches for a sufficient distance from all directions. This position is exhibited by sketch No. 2. It is from one-fourth to three-fourths of a mile north of the custom-house kept by Mr. Lowell, and is a remarkably healthy position, affording easy access to an abundant supply of pure fresh water, either from neighboring springs or by means of wells.

A garrison established at this point, and properly defended by a fortification composed of earthen embankments, and aided by an advanced post, situated somewhere between Hilton's and the frontier line, (see sketch No. 3,) to watch the approach of an enemy and prevent surprise, would, besides being useful as a permanent military station in time of peace in aiding the enforcement of our revenue laws, and our laws of neutrality, in cases of emergency, respecting our foreign neighbor, serve, also, as a point for concentrating our regular and militia forces in prompt and immediate opposition to any hostile army that should in time of war attempt to assail us from the direction of Quebec.

Sketch No. 1 shows the position selected by you for the establishment of a depot of supplies at the forks of the Kennebec. There is a level piece of ground included between the two rivers, immediately above their junction and below the highlands to the north, of between thirty and forty acres, sufficient to accommodate all the buildings that would be required for store houses, &c. There is an easy communication from this point to the interior of the country and the seaboard, by means of the road which occupies the valley of the Kennebec, passing through Scowhegan, Norridgewock, Augusta, Hallowell, Gardiner, &c., and by lateral branches, to Bangor on the Penobscot. The resources of the interior and seaboard would be easily, therefore, commanded in supplying this depot with the requisite provisions and munitions. It would be highly important that the road between the forks and Moose river, a distance of twenty-eight miles, should be improved under an appropriation by Congress, and under the direction of a Government officer, possessing the requisite knowledge of the subject.

With these preparations, we should be enabled, with very great advantage, to command, in a few hours, a large portion of the resources of Maine and of her militia force, in addition to such a regular force as might be thought requisite for the purpose of protecting this exposed part of her frontiers from invasion. They would, moreover, in case of a war with our neighbor in that quarter, insure us a valuable *point d'appui*, from whence to attack our enemy within his own territory, and even to aid in conducting a siege against his strong fortress at Quebec; a desideratum not to be overlooked in the event supposed, and, in my opinion, by no means so difficult of accomplishment as has been apprehended. The whole territory between our frontier and the St. Lawrence is, in this quarter, undefended; and once properly fortified at this important point upon our own border, there is no reason why we should not be enabled to sustain and constantly supply, with every requisite, an army advancing upon Quebec.

It is proper here to remark, that in the commencement of our duties in this quarter, our attention was

invited to Moosehead lake, as affording an eligible position for a military post, at one of its extremities, for the purpose of checking any encroachment from Lower Canada, by way of a road already commenced and proposed to be opened from the northern extremity of that lake in a northwesterly direction to the frontier, and thence into Canada, intersecting the present Quebec road ten or twelve miles from the boundary. Our attention was accordingly directed to the examination of this line of communication. Having passed through the whole length of Moosehead lake in a steamboat, we found it to be a beautiful sheet of water, affording sufficient depth for steamboats of the largest class. The road, however, which had been mentioned to us, from its northern extremity to the frontier, consists merely of an avenue cleared of timber, but occupying a very humid, spongy, and rocky soil, and not in any manner improved so as to render it passable for vehicles of any sort, unless, indeed, it be fur sleighs or sleds in winter, when the depth of the snow in this climate covers over its imperfections. It is, even then, I believe, useful chiefly for hauling lumber to the lake, with the view of a using it down the Kennebec upon the opening of spring.

In the present condition of this lumber road, I do not conceive that it affords facilities for communicating with the interior of Maine, which deserve to be guarded by the establishment of a military post upon the lake. When this and any other improvements shall be so extended upon our borders as to increase the facilities for passing them and reaching the interior of the country, it will then be time enough to afford the proper protection, in a military point of view, to those passes.

2d. In reference to that portion of our undisputed boundary which is marked by the St. Croix river from its mouth to its source, and thence by a due north line to Mars hill, where the dispute arises as to its further progress,

In considering the subject before us, this portion of our frontier is rendered extremely interesting, in consequence of its proximity to the strong military garrisons at St. John's river in New Brunswick, and to Halifax, the great depot and arsenal from whence all maritime operations would be conducted against us.

This frontier presents a line of one hundred and sixty miles in extent, and is now entirely undefended, except at a single point, by the garrison of Hancock barracks, at Houlton. The garrison of artillery troops formerly kept up at Eastport, was withdrawn some two years since for the purpose of augmenting the forces in Florida. The position at Houlton seems to have been chosen with good judgment as a military post. It occupies a commanding eminence upon the Meduxieague stream, within one mile of our eastern boundary line, and about ten miles north of the source of the St. Croix. It is thirteen miles west of Woodstock, upon the St. John's river, in the province of New Brunswick, with which it communicates by an excellent road, which here joins the great military road communicating along the great St. John's valley, Madawaska river, Temiscomata lake, &c., between the military posts of New Brunswick and Quebec, on the St. Lawrence. There is also an excellent communication, by means of the military road constructed under the quartermaster general's department, between Houlton and Bangor on the Penobscot, a distance of one hundred and seventy miles, by which supplies of every kind are easily conveyed for the use of the garrison. This is one of the best constructed roads in our country, and should serve as a model for all our military communications of a similar nature. It was constructed under the immediate superintendence and direction of Lieutenant (now Major) Charles Thomas, of the quartermaster general's department. All that is requisite in reference to it is that a small appropriation

should be annually made by Congress for repairs required to amend damages arising from the annual use and wear of the road. This would require but a small sum annually, whereas, if long neglected, neither this nor any other road can remain in proper order.

It is said, and I believe truly, that Woodstock has been selected and determined on as a site for a British garrison. A glance at the map A, herewith submitted, will show at once the importance of this position in guarding the great military communication between the city of St. John's, Fredericton, &c., and Lower Canada. Its importance in reference to any contemplated assault upon our own territory from that quarter is equally great, for its communication with one of the most thriving frontier settlements of Maine is direct, and by an excellent road. The value of Houlton to us, as a military position, becomes then evident, for to it we should look for the means of checking any such hostile movement. It is also highly important that the garrison of this post should, as recommended by you, be augmented.

I would also suggest, as an important measure, that, in lieu of the stockade which now encloses the garrison, a proper field work should be constructed of earthen parapets and ditches, of sufficient dimensions to contain a full garrison of regular troops, besides such number of militia as would have to be concentrated here for the defence of this important point on our frontier line, in time of war.

It appears to me that these stockade enclosures are only advisable upon a sudden emergency, and as defences against Indians, who can only bring small arms to operate against them, and who have seldom been known to risk an escalade.

They would scarcely afford a temporary defence against the lightest calibre of field artillery, and are too easily fired by missiles to justify their adoption for the security of any military post, liable to be assailed by a civilized enemy, but more especially for a frontier one, intended to afford protection to the interior and surrounding country. The construction of these more permanent and secure defences, would not be, by any means, costly, for, after being planned and traced upon the ground by a field engineer, the earthen banks could be thrown up by the troops designed to occupy them, who would receive a small extra compensation for this fatigue service, coming within their legitimate sphere of duty.

The other important points which are recommended to be guarded upon this frontier, are Eastport, our extreme eastern seaport, and Calais, at the head of ship navigation upon the southern margin of the St. Croix river, with posts of observation at or near Western post office upon Grand lake, distant thirty-two miles from Houlton, and at Amity post office, two and a half miles west of the monument, erected to designate the head waters of the St. Croix, and fourteen miles from Houlton. These positions are all upon the road which has recently been opened by the most direct practicable route between Houlton and Eastport. The route of this road has been judiciously traced almost throughout its extent. It has not, however, been constructed in a manner to render it sufficiently permanent for the purposes of a military communication. The country, being for the most part moderately undulating, offers facilities for an excellent road, varying at a few points only from the present route, and it should be perfected at the expense of the General Government, under an appropriation by Congress. The distance, by this road, from Houlton to Calais is ninety miles, and thence to Eastport is thirty miles.

The defences at Eastport consist, at present, of a stockade enclosure for the accommodation of about one hundred troops, and a small artillery battery, now in a state of dilapidation, overlooking the roadstead, near the wharves, where vessels usually are moored. I deem it needless for me here to offer any

remarks upon the proper defences of this port, as it has already been embraced within the seacoast defences recommended by the board of engineers for fortifications.

The fortifications, however, which would be requisite to defend Eastport against the occupancy of a maritime enemy, could not prevent him from entering and commanding the navigation of the St. Croix river, by way of the La Tete passage, which is entirely without the range of artillery from Eastport.

Calais would then become an important point, to be occupied by such number of troops, and by such defensive works, as would prevent the enemy from debarking his troops for the purpose of operating against this part of our frontier.

It would at the same time become an important point from which to check any advances that might be made from the strong posts at St. John's and Fredericton in New Brunswick, or from whence to conduct an attack upon those positions; a treasure which, if vigorously pursued, in conjunction with a similar demonstration upon Quebec from the proper quarter, ought to be productive of important results, far more creditable to our arms and to our national character than a mere passive defence of our soil, by the manœuvring our troops against those of our enemy, upon an equal field, within our own borders. Our aim should be to cripple our enemy by cutting off his line of communication between Canada and his important depots in New Brunswick and Nova Scotia.

Our own frontier depots well established and well defended, we ought to be enabled to carry the war within the territory of the enemy, and to supply our own army from our abundant resources at home, and not more distant than three to five days' march from the principal points to be attacked.

Immediately fronting Calais, and on the opposite bank of the St. Croix, is the village of St. Stephen's, which now communicates by a good road with the city of St. John's, eighty miles distant.

A road is now being opened, as I am informed, from St. Stephen's to Fredericton, which it is supposed will be shortly completed, and will be about seventy-three miles long. These will afford great facilities to whichever shall be the attacking army, in case of a war between the two countries. A reference to map A will show the routes of these roads, as derived from sources of information which I conceive to be correct. I did not consider myself authorized to go beyond our own frontier line in the course of my reconnoissances, but at the same time I did not hesitate to seek information from such sources as I believed could be relied on, in reference to this subject.

The topographical sketch which I made of Calais and the surrounding country, already submitted to you, shows the military command of all the principal positions, from which a suitable point for a garrison can easily be selected. There should be a field work here, constructed in the same manner as that recommended for Houlton, and a road of communication with Bangor should be opened by the most direct practicable route.

The establishment of an armory at Bangor would be an important measure in aid of the defences here contemplated. One of the principal seacoast defences projected by the board of engineers, for this State, is for a position opposite to Bucksport, near the mouth of the Penobscot river. This, when completed, as it should be shortly, will insure that security to Bangor, which, with its other advantages, will render it one of the most eligible positions that could be selected as a great depot of arms and munitions of war.

The latitudes and longitudes of the positions indicated in the list already submitted to you, were derived from astronomical observations, made with care, and with good instruments.



It is hoped they will be found to add some important information to that heretofore existing, in regard to the geography of Maine.

In those observations and calculations which were made between the 23th of June and the 27th of July, I was assisted by Lieut. J. E. Johnston, of the topographical engineers.

A similar series for the same period was made by himself, and as our results corresponded almost exactly, I was anxious to have submitted his in detail, with my own, but after he was withdrawn from my command, his required attention to other duties did not allow him time to present them in the form in which it was desirable to have them. His, however, can yet be done so soon as an opportunity shall occur.

All which is respectfully submitted by, General, your obedient, humble servant,

JAMES D. GRAHAM,

Major U. S. Topographical Engineers.

Brig. Gen. JOHN E. WOOL,

United States Army.

*Statement of "the number of troops now employed within the State of Maine, and the posts at which they are stationed," taken from the latest returns in this office.*

Post where stationed.	Description of troops.	Aggregate of force.
Hancock barracks at Houlton, Maine.	Three companies of the 1st regiment of artillery.	118 officers and men.

ADJUTANT GENERAL'S OFFICE,  
Washington, Dec. 26, 1839.

Respectfully submitted,

E. SCHRIVER,

Assistant Adjutant General.

To Major Gen. A. MACOMB,

Commander-in-chief, &c. &c.

Antonio Lopez de Santa Anna is again President of the Republic of Mexico. What a chequered life has his been! First distinguishing himself in public life (in 1821) as the supporter of Iturbide; then in arms against him, and chiefly instrumental in his fall, and in procuring the adoption of the Federal Constitution; in a year afterwards, attempting and failing to obtain the title and power of Protector of the Republic; then for five years living in retirement, out of public employ; re appearing in 1828, on the news of Pedraza's election to the Presidency, raising the standard in favor of his opponent, Guerrero; then defeated, driven to the mountains, and outlawed; recalled almost immediately, and placed at the head of the army sent out to oppose him; then (in April, 1829,) made Secretary of War and Commander-in-Chief of the army; in that capacity repelling and conquering the ill-digested Spanish invasion under Barradas; soon after, driven from office with the President Guerrero; again in arms, driving Bustamante from power; then succeeding to the Presidency of the Republic, and, whilst President, in the midst of a successful military career, beaten, captured, and held prisoner by the Texans; released by them, repairing to Washington, and sent home in a public vessel of the United States; there coldly and repulsively received; retiring to his farm for two years; called from it to head an army to resist the invasion of the Mexican territory by the forces of France; in a gallant sally, losing his leg, and almost his life; and hey, presto! by another sudden revolution of things, again President, and in effect Dictator, of the Mexican Republic!—*National Intelligencer.*

## WASHINGTON CITY;

THURSDAY, ..... FEBRUARY 28, 1839.

THE NORTH-EASTERN BOUNDARY QUESTION has suddenly assumed a threatening aspect. It being ascertained that a number of persons had cut, and intended to carry away, a large quantity of timber on the banks of the Aramoosook river, a tributary of the St. Johns, the jurisdiction over which is claimed both by the State of Maine and the Province of New Brunswick, the Legislature of Maine passed a resolution on the 24th ult., authorizing the Governor to send a competent civil force to drive off the trespassers. Accordingly the Land Agent, Rufus McIntire, formerly member of Congress, with about 200 men, was despatched to the scene of depredations. The trespassers retreated, but learning that Mr. McIntire was at a public house in the vicinity, a portion of them went there, took him prisoner, and carried him to Frederickton, where he was lodged in jail. On hearing of this transaction, Gov. FAIRFIELD sent a message to the Legislature, still in session, and a resolution was immediately passed, *nem. con.*, appropriating \$300,000, and authorizing the employment of 8,000 men to drive off the trespassers. Application was likewise made to the Governor of Massachusetts for aid, who referred the subject to the Legislature of that State.

Information was communicated at the same time to the President of the United States, who has made it the subject of a special message to Congress; but it is so near the termination of the session that it seems hardly probable any measure, except those of a contingent character, will be adopted.

The military forces, ordered out by the Governor of Maine, have been partly organized and proceeded towards the scene of dispute; it is devoutly to be hoped, however, that the point in controversy will be adjusted amicably and without bloodshed.

It seems to be an appropriate occasion to lay before our readers the reports of Gen. WOOL and Major GRAHAM, who were sent last summer to reconnoitre that section of country.

\* Mr. McIntire has been released, and returned to Bangor.

Prior to the departure of the French steam frigate *Veloce* from Baltimore, an entertainment was given to her officers by the municipal authorities of that city, and another by the French residents of Baltimore. Officers of the army and navy were present at both, as invited guests, and the utmost cordiality and good feeling prevailed. The proceedings at length occupy too much space for our columns. The French officers were highly pleased with the friendly reception they met with from all, and left the most favorable impression of their own urbanity and good will towards us.

ERRATUM.—In page 139—1st col., 36th line—insert, after the word "*personnel*," the following: "of a company of foot artillery or of the *personnel*."

PROMOTIONS AND APPOINTMENTS,  
IN THE NAVY AND MARINE CORPS.*By and with the advice and consent of the Senate.*

JOEL ABBOT, now a Lieutenant, to be a commander in the Navy, from the 8th Dec., 1838, to supply a vacancy.

Charles W. Pickering,	Luther Stoddard,
Overton Carr,	Wm. M. Walker, and
William B. Ludlow,	George R. Gray,

now Passed Midshipmen, to be Lieutenants in the Navy, from the 8th Dec., 1838, to supply vacancies

John S. Devlin, of the District of Columbia, to be a Second Lieutenant in the Marine Corps, to supply a vacancy occasioned by the resignation of Wm. H. Brewster.

Algernon S. Taylor, of the District of Columbia, to be a Second Lieutenant in the Marine Corps.

Major Gen. SCOTT arrived in this city last Saturday, on a temporary leave of absence from his Headquarters on the northern frontier. The unexpected turn which the northeastern boundary question has taken, rendering it necessary that prompt measures should be adopted to restore quiet to that frontier, we understand that Gen. SCOTT will leave the city to-day or to-morrow, on a special mission to Maine, where his firmness and discretion will no doubt effect an arrangement to the satisfaction of all parties.

Major Gen. JESUP arrived in this city a few days since on a short visit. We understand that he will not at present resume his duties as Quartermaster General. His private affairs, having materially suffered during his long absence in the Creek and Seminole campaigns, require his further attention. During his recent visit to Kentucky, he had another attack of hemorrhage of the lungs, but we are pleased to learn that his health is now good.

The valuable aid rendered to merchant vessels by our Revenue Cutters, is almost daily manifested. The following card, published in the New York papers, affords another instance. The opportune arrival of the Washington no doubt prevented the commission of a worse crime than mutiny.

— Captain Latham, of the ship Washington Irving, presents his respects to the officers of the United States revenue brig Washington, and solicits them to accept his sincere acknowledgments for their prompt and efficient aid in suppressing an attempt at mutiny by a part of the crew of said ship, after she had left New York. The mutineers were not aware of the location of the Washington, as she was alongside the public wharf at the quarantine ground, Staten Island, and could not be seen until abreast of her: the presence, however, of an excellent and energetic officer from the cutter, immediately after the situation of the ship was known, soon relieved the master of the Washington Irving from a disagreeable responsibility, for which he feels most grateful.

## FLORIDA WAR.

*Correspondence of the Army and Navy Chronicle.*  
TAMPA BAY, Jan. 30, 1839.

Brevet Col. Davenport with his staff, consisting of Dr. McLaren, Ass't Surgeon, Capt. McCrabb, Ass't Quarter Master, Lieut. J. E. Blake, Topographical

Engineer, and Lieut. Plummer, Adjutant 1st infantry, left here early this morning with one company of the 2d dragoons and four companies of the 1st infantry, officered as follows: Lieut. Croghan Ker, commanding dragoons; Lieut. Granger, commanding company "A;" Capt. E. G. Mitchell, company "F," Lieut. Pew, subaltern; Capt. Wm. Day, company "H," Lieut. King, subaltern; Capt. W. R. Jouett, commanding company "I," 1st infantry. Better troops never took the field. This command is to scour the country hence to To-hop-ke-li-ga, (not being in possession of a Seminole geography, I do not stickle for spelling these Indian names correctly,) and on its return, I believe the General's present intention is to proceed southward and ferret the enemy out in their fastnesses; to do this, I presume, several mounted companies will take up the line of march towards the O-kee-cho-hee, whilst the foot, in boats, will proceed to the southern coast and march thence into the hammocks abounding in that region. This will doubtless prove a laborious and dangerous expedition; but whether in making all hands comfortable, whether in undergoing privations, confronting danger, or meeting all the vicissitudes of a soldier's life in the field, our old hero of a general takes the lead, and his troops follow him with a good heart.

The General (Taylor) is at present at this post with his indefatigable Assistant Adjutant General, Captain Griffin, 6th infantry, and aid, Lieut. Grandin, 4th infantry, planning his next and most arduous campaign. This post is commanded by Major McClintock, of the artillery, (Adj't J. M. Cleundenin, 2d infantry, his adjutant,) and garrisoned by companies "D" and "K," 1st infantry, and one company of artillery, the latter commanded by First Lieut. Buckner Board; "D" by Capt. Thos. Barker, Lieut. Reynolds, his subaltern; "K" by Capt. J. J. Abercrombie, First Lieut. J. R. B. Gardener, subaltern. The other officers remaining at the post are, Surgeon R. C. Wood, Medical Director this side of the Peninsula; Surgeon N. S. Jarvis, Medical Purveyor and Superintendent General Hospital; Ass't Surgeon Worrell, Post Surgeon; Capt. P. Morrison, 4th inf., Emigration Agent; Lieut. Scarritt, U. S. Engineers; Capt. Dusenbery, Ass't Qr. Master; Lieut. Walbach, ordnance officer; Major Frazer, Paymaster; Capt. J. C. Casey, A. C. S.; Lieut. Davidson, 2d infantry, clothing officer. Lieut. G. A. H. Blake, with one company of dragoons, and Lieut. Granum, left here this morning for Fort King, where he will leave half his company with Lieut. G. to scout under the direction of Capt. J. Munroe, and proceed with the other half to Fort Micanopy, to report to Major F. S. Belton, 4th artillery. Capt. Backus, (with subalterns 1st Lieut. W. H. Storer and 2d Lieut. Munford,) commanding mounted company "G," 1st inf., occupies Fort Clinch, on the Onithlacoochee, and scours the neighborhood. Fort Cross, 46 miles from

here, is commanded by Lieut. Wood, 1st infantry, and garrisoned by Asst Surgeon B. W. Woods and a small detachment. Lieut. Col. Cummings, with a detachment of artillery, and two companies of 2d infantry, are at present cutting a road beyond Hitch-ee-puck-sas-sa. Capt. Winder, 2d dragoons, lately captured fifteen Indians. Tampa is delightfully healthy, the nights rather cool, but the days like your May weather; no climate can be superior.

January 31.—Major R. A. Forsyth, Paymaster, U. S. A., with his clerk, Mr. Reese, and also 1st Lieut. McAllister, 1st infantry, arrived here to-day from New Orleans.

February 1.—General Taylor, with his aid, (Lieut. Grandin,) Adj't General, (Capt. Griffin,) and Engineer, (Lieut. Seagriff,) left here at dawn, escorted by half a dozen dragoons, for Tuhopkilaga. Lieut. McLaughlin, U. S. navy, (with Midshipman Coottee,) in command of schooner Wave, dropped anchor in the harbor last evening, and will weigh for Key West early to-morrow.

February 2.—Capt. Bonneville and Lieut. Forbes Britton, with one company of the 7th infantry, mustering 44 strong, arrived in harbor this afternoon from Fort Gibson, (from New Orleans in a schooner,) officers and men well. Col. Cummings, with Lieut. A. T. Hoffman and a few mounted men, arrived here yesterday evening from Hitch-ee-puck-sas-sa—reporting to have seen Indian trails of a recent date running south. Col. Davenport's command, instead of returning here, I understand, is to move from Tuhopkilaga directly to the Everglades. I presume the other troops will move from this place about the 15th instant. "51."

#### FLORIDA WAR.

*Extract of a letter, dated GAREY'S FERRY, Feb. 14, 1839.*

Major Churchill left on the 12th, with A company, 3d artillery, and Captain Russell's company, 2d infantry, for Key Biscayne, in the Poinsett. Gen. Taylor leaves Tampa on the 20th instant, for the everglades, and with commands moving simultaneously from Forts Pierce, Lauderdale, and Dallas, to operate in that quarter.

Captains Winder and L. J. Beall, 2d dragoons, have been actively and successfully employed operating between Fort Butler and the Big Cypress swamp, and have come across two parties, amounting to forty men, women, and children. In the last party were ten warriors—Sam Jones's cousin among them, with the fine war-name of the "Crazy Wind." Two of the party captured were Micasukies.

One of the Indians captured offered Col. Twiggs to take a party direct to where Coconochee and a party of Indians are encamped. Col. T. has sent him as a guide to Major Ashby, and important results are hoped for. The fellow stated that his wife and children prisoners were good security for his faithfulness.

Another letter of same date says: Captain Lloyd Beall's company has just reached here on the way to Ok-refenokee.

#### ARRIVALS AT WASHINGTON.

Feb. 15.—Maj. J. L. Smith, Engr Cps, Union Hotel, G. T.  
18.—Capt. G. W. Cullum, do Mrs. Latimer's.  
20.—Major J. W. Ripley, Ordnance, Fuller's.  
Captain W. Maynadier, do G. Street.  
21.—Capt. I. M. Washington, 4th arty., Gadsby's.  
Purser S. P. Todd, navy, Mrs. Guesaway's.  
22.—Maj. Gen. T. S. Jesup, Q M G., Union Hotel, G. T.  
23.—Major General W. Scott, Gadsby's.  
Captain R. Anderson, A. A. G. do  
Lieut. H. Bruce, navy, do  
24.—P. Mid. J. W. Cooke, navy, do  
P. Mid. F. S. Haggerty, do do  
Mid. C. E. Fleming, do do  
26.—Lieut. Edward Deas, 4th artillery, do

#### PASSENGERS.

CHARLESTON, Feb. 17, per schr. Stephen & Francis, from St. Augustine, Captain J. M. Washington, of the army. Feb. 18, per steam packet Governor Dudley, from Wilmington, Lieutenant L. B. Northrop, of the army. Feb. 19, per steam packet North Carolina, from Wilmington, Lieutenant Winder, of the army. Per steam packet W. S. Abbrook, from Savannah, Captain Mansfield, of the army.

#### COMMUNICATIONS.

##### REPORT OF THE SECRETARY OF WAR.

##### ARTILLERY TACTICS.

MR. EDITOR: I send you an extract of a letter from one of the most talented military gentlemen (not of the army,) in the republic, on the subject of artillery tactics; it is, rather, a stricture on the annual Report of the Secretary of War, and, presuming on your impartiality, I will thank you to transfer it to your columns, for the use and information of the army. W.

The Secretary of War recommended to Congress to equip the four regiments of artillery of the United States army with the material of war, properly organized with train corps for field service. Good so far. Speaking of the ordnance corps, he says, among other things, that "A series of experiments have been ordered, which will determine the precise character of the field and heavy artillery," and it is then proposed to arm the artillery regiments, which have hitherto acted as infantry when in the field, with their proper arm. There is not at present a complete train of artillery for a single one of the four regiments in service; and I beg leave to suggest the necessity of an appropriation for the purpose of furnishing the number of pieces required to arm the existing regiments properly, as well as to furnish batteries for two battalions of light artillery." (He means here battalions of horse artillery, four of them.) "I would recommend," he continues, "the establishment of a rocket brigade." (This brigade means a troop of mounted men as rocketeers, an Austrian and English notion.) These projectiles have lately been brought to great perfection in Europe," says the Secretary, "and are now regarded as a formidable addition to the efficiency of arms." (By whom, and when, and where, has this efficiency of rockets in the field been demonstrated? The English and Austrians have been vanquishing them, 'tis true; but the French, Prussians, and Russians, as far as I have yet seen, smile at the efficiency of rockets in the field against artillery, and feel willing to risk shells from 24-pounder howitzer batteries against them; and well they may. Rocket batteries are pretty admonishing fire works, it is true, and as good as a target to draw the true aim and direction from batteries of such howitzers. You might as well attempt to direct

\* We presume this means to determine a scale of elevation for our new ordnance.

an old witch on a broomstick in a gale of wind, hot from hell. Let the fate of a campaign in Europe be first shown to have depended on such scare-crow missiles, and then it will be time enough to give credit to the efficiency of such *fery dragons* of Sir William Congreve, or somebody else, against a civilized, disciplined foe. Against Indians in hammocks it may do, and therefore available in Florida. "That of the United States, although comparatively so small, (the army,) should not be entirely deficient in any of the elements which go to make up the power and efficiency of the best constituted armies of Europe. With four regiments of artillery, we are nearly without field pieces and trains; we are without *light artillery* altogether, and have yet to learn its management," (what a confession!) "and we are entirely ignorant of the use of so formidable a weapon as the rocket!" (I said so above.) "These deficiencies in an arm, which, in modern warfare, produces the most decisive results, ought to be remedied without delay." Undoubtedly, as far as the artillery is concerned; but when and where, at what battle in the field, did the *rocket brigades* of England or Austria help "to produce the most decisive results?" I never heard of it, nor saw a statement corroborative of the truth of it. *It must have been at Vary island.* A remark or two more on this matter. The Secretary means well, but does not understand accented definitions of some military terms of organization as now accepted, as I think. Field artillery is divided into two branches; horse artillery and foot artillery. All field artillery is virtually *light artillery*, as contradistinguished from the siege trains, or heavy artillery, of an army; and the same battery of field artillery can be, and is, served by either the *personal* of a troop of horse artillery. There is no difference as regards the *material*; that is, the cannon, howitzers, and train of drivers of the foot artillery or horse artillery; both branches are light or field artillery batteries, whether of howitzers entirely, or cannon entirely, or mixed, as is the general practice of Europe. The French have two howitzers and four guns to each battery; and batteries entirely of howitzers, but no batteries of cannon only! The English have batteries of five guns and one howitzer; also batteries entirely of howitzers; as in defence of Illegomont at Waterloo; *Battalion* of light artillery, as an *infantry* demonstration. Squadron of horse artillery is a better distinction, and may consist of two troops or batteries. By a *battalion of light artillery* you have an indefinite expression. You do not know whether it is of foot or horse artillery. Common-sense terms are now used, such as batteries of foot artillery, and batteries of horse artillery, and need no explanation. This shows plainly that proper attention is not paid by the War Department to the characteristic distinctions of terms applied to the unit force organization of an army for service. Infantry is organized into battalions. (its unit force;) cavalry into squadrons, (its unit force;) and artillery into batteries, (its unit force.) In service, the horse artillery does duty with the cavalry, and the foot artillery with the infantry.

#### DRY DOCK, NEW YORK.

New York, 25th February, 1839.

SIR: In the communication from me, published in the Army and Navy Chronicle, 7th inst. I say, "In support of this position it may be stated that it was necessary to dredge a channel for the Ohio from the place where she lay in ordinary in the shears, and after taking in her guns at the shear wharf, it became necessary to land them before she could be worked into the East river."

I have received a letter from a highly respectable friend, an officer, whose position enables him to know how far I was correctly informed, better perhaps than any other person, and he writes me, under date 21st inst., "The Ohio left the shear wharf for the

East river fully equipped and manned, and with four months' provisions and three years' stores on board."

I hasten to make the correction as far as it goes, as my object was, in candor and fairness, to place the facts before the Naval Committee, to enable them to come to a just conclusion.

I am, very respectfully, sir,

Your obedient servant,

JOHN TRAVERS.

To the editor of the Army and Navy Chronicle,  
Washington.

#### DOMESTIC INTELLIGENCE.

From the *Baltimore American*, Feb. 22.

#### DEPARTURE OF THE VELOCE.

We noticed yesterday in brief terms the departure of the French steam frigate from our harbour. She was accompanied as far as Annapolis by the steamboat Carroll,—having on board the members of the City Council, and a large number of ladies and gentlemen, with a fine band of music. The strandart Relief, containing the President and Directors of the Chesapeake Steam Towing Company and a party of invited guests, left at the same time. As the frigate left the harbour, she fired a parting salute of twenty-one guns, and went down the river against a strong head wind.

A number of guests, including Mr. HERSANT, French Consul of Philadelphia, and Mr. MORTON, French Consul of this city,—were invited to take passage in the *Velope* as far as Annapolis, in order that they might witness the operation of her machinery. It is needless to say that the easy and beautiful working of her ponderous engines excited universal admiration. Indeed, so little noise was created by them, that the visitors on board were not aware that the *Velope* was in motion, until apprised of it by the movements of the crew. Her engines are of two hundred and twenty horses power, and are of English manufacture.

It was a source of much regret that the unfavorable state of the wind did not allow the use of her sails, as the peculiar rig of the vessel rendered her in this respect an object of curiosity. Her masts, which when elevated are quite lofty, can all be lowered to the deck, and her main and fore yards,—each composed of five separate pieces, and when not in use are holed up and placed firmly against the masts,—are capable of being extended to a great length—the main yard measuring 120 feet, and the fore yard about 100 feet. The immense surface of canvass which she is thus enabled to spread, causes her to be propelled with a good breeze about twelve knots an hour, while with her steam the utmost speed that can be obtained is ten or eleven knots.

About two o'clock, the *Velope*, in company with the two steamboats, arrived in the outer roads of Annapolis, and came to anchor. At that moment the steamboat Maryland, having on board the Governor of the State, the members of the Legislature, and a large number of ladies and gentlemen from Annapolis, approached the frigate, and saluted her with three hearty cheers, which were promptly responded to by an animated "Vive le Roi." The Commodore immediately manned his barge, went on board of the Maryland, and invited the Governor to visit the *Velope*. The invitation was promptly accepted, and Governor GRASON went on board, accompanied by Col. J. B. WALBACH, U. S. Army, and the following joint committee of both Houses of the Legislature, viz.:—On the part of the Senate, Messrs THOMAS, President of the Senate; D. STEWART, of Baltimore; PRATT, of Prince Georges; and GOLDSBOROUGH, of Queen Anne; and on the part of the House, Messrs. RINGLEV, of Anne Arundel, Speaker; SCHLEY, of Frederick; WILLIAMS, of Harford; SOLLERS, of Calvert; and PAGE, of Dorchester.

After the ceremony of their reception, Mr. STEW-

ART, on behalf of the joint committee, tendered to the Commodore and his staff "a cordial welcome on the part of the State, and expressed a desire to receive them as the guests of the State at her metropolis, and to offer them, in the form of hospitality to the stranger, some token of the ancient and perfect friendship which binds the United States to France." The *Veloce* then fired a salute of twenty-one guns, which was promptly answered from Fort Severn.

The scene at this moment was extremely beautiful, and the emotions it created will not soon be forgotten by those who witnessed it. The day was remarkably fine, the sun shining with the genial warmth of Spring—the broad bosom of the Chesapeake scarcely ruffled by the slightest breeze—the animated huzzas from the crowded decks of four handsomely decorated steamboats—the delight of the ladies expressed by the waving of their handkerchiefs—the enlivening strains from a fine band of music—and the distant thunder from the cannon of Fort Severn, as it echoed and re-echoed from shore to shore—all combining to create feelings of an exciting and delightful character.

Having partaken of a collation on board the *Veloce*, the Governor invited the officers of the *Veloce*, the members of the City Council, and the gentlemen from Baltimore, to visit the City of Annapolis, in the steamboat Relief. The invitation was accepted, and the whole party repaired to the Governor's mansion, where, as the officers had been introduced to the members of his family, they found a collation provided for them.

At the table, Mr. WILLIAMS of Harford, after briefly alluding to the satisfaction which had been derived from an examination of the frigate, gave as a toast, the memorable words of Louis XIV., "Nec pluribus impar."

The Governor also took occasion, in a happy and appropriate address, to allude to the long friendship which had existed between France and the United States, and especially to the important services rendered by France in our war with Great Britain, and concluded by offering a toast expressive of his hope of a perpetual continuance of the present firm bonds of amity.

Commodore BECHAMEL made a suitable reply, and concluded by offering the following toast:

*France and America.*—They have always the same end in view—the liberty of the people.

The following toasts were then given, and received with much good feeling.

By GOVERNOR GRAYSON.—Louis Philippe—the soldier, the citizen and patriot—just to himself—just to his nation—and just to the United States.

By Commodore BECHAMEL.—To the President of the United States—May he know how much the officers of the *Veloce* have been disappointed in not being able to visit Washington on the 22d February.

By Capt. FRANKLIN BUCHANAN, U. S. NAVY.—The officers of the French Navy—distinguished not less for their bravery than for their politeness.

By the Hon. GEORGE C. WASHINGTON.—The memory of Lafayette.

Commodore Bechameil then desired to renew his grateful acknowledgments to the Governor, and the members of the Legislature, and through them to the citizens of Annapolis, for the distinguished honors which had been conferred upon them, and regretted that he was not able to prolong his stay and partake of the festive enjoyments in which he had been invited to participate.

The Commodore and his officers returned to the ship *Veloce* in the steamboat Relief, accompanied by all their friends from Baltimore. During their short sojourn in this city, the amiable department and charming manners of the officers had won for them many warm friends. The moment of separation was therefore one of regret, equally and sincerely participated in by all. As the Relief left the frigate, the

parting cheers from both vessels renewedly expressed the good wishes and kind feelings entertained on both sides.

We omitted to say in the proper place, that previous to leaving the harbor, Commodore BECHAMEL, in the presence of a number of gentlemen expressed great solicitude to have it made known that he had designed to remain at Annapolis long enough to reciprocate the most cordial civilities with the public authorities assembled there, and the citizens of the place, but that having just been officially informed of the death of one of the daughters of his King (in which calamity it was his inclination as well as his duty to sympathize) he found it no longer in his power to do more than carry out that part of his plan which contemplated paying his respects officially to the Governor of Maryland, with the honors of a salute in case his excellency thought proper to visit the ship. That he should feel himself compelled, as soon as every mark of respect was paid to the Governor, to abstain from all other ceremony or festivity, and to proceed without a moment's delay on his voyage to France, where every feeling heart now participates in the bereavement and grief of the royal family.

Commodore B. seemed also anxious to have it understood by the President of the United States, members of Congress, and citizens of Washington, that he had, for several days, secretly cherished the hope of appearing with his ship at Washington, *by surprise*, on the morning of the 22d February, and of manifesting his own respect, and that of his nation, for Washington's birth day, and firing a salute off Mount Vernon at day light, another at noon at the Navy Yard, and another at sundown within the hearing of the citizens of the District of Columbia. In this manner he had hoped to testify at Washington, in the presence of the National Councils, his gratitude for the attentions shown to his flag in Baltimore, and he repeatedly declared it would always be a subject of deep regret to him that he could not ascend the Potomac according to his original intention when he entered the Chesapeake, or now, when he had again promised himself that high satisfaction.

The gentlemen who received his communication from Commodore Bechameil were earnestly requested not to omit the publication of it extensively, and at the same time to do him and his officers the favour of expressing their gratitude for the kindness shown to them in Baltimore, which they can never forget.

**FRENCH ARMED STEAMER.**—The Government steamer *Veloce*, fitted out with Captain Bechameil's new invention for working the vessel either with sails or steam, which left Rochefort for Mexico, was fallen in with by a Spanish ship, in 40° of north latitude, and 14° of longitude, west of Paris. Captain Bechameil took this opportunity of sending home an account of his observations as to her rate of sailing. When under sail, with her top-sails, studding-sails, and royals set, her rate for two days and a half was 11 knots and a half an hour.

It had been ascertained that all her canvases, amounting to fifty-four pieces, might be taken in in forty-five minutes, and set again in fifty minutes. All was well on board, and when the Spaniard came up, the *Veloce* was using her engine only.—*Gazette's Messenger*.

**THE NAVY.**—Much has been said recently about the relaxation of the discipline of the navy—and we fear with too much truth.

We have excellent *matériel* in our navy. It only wants to be exercised, and roused into activity. Our national vessels should cruise in every sea. Wherever commercial enterprise sends the freighted bark, there the pennant of an U. S. ship of war should be seen. A Home Squadron should be established, to cruise on our coast at all seasons of the year, and

more particularly to afford aid to distressed merchantmen during the winter months. In a word, *our ships should be kept moving*—this would keep our officers in active employment, and our ships would soon be second to those of no other nation in efficiency and discipline.

The custom which has been long established, of assigning ships to a particular station for three years, is fraught with numerous evils, and is calculated to promote a relaxation of discipline in the navy, and damp the energies of our officers. The ships which are sent to the Pacific have little or no active duty to perform. Month after month, and in some cases for six months at a time, they lay in Callao Bay, with not a single incident of an exciting character to break the dull monotony, which casts a cheerless and benumbing spell over the officers and crew. The *esprit du corps*, which should be cherished in the service, and which contributes much towards the performance of noble and gallant deeds, is thus, for the time almost entirely destroyed. The officers, unless they differ from the ordinary classes of men, must soon become tired of the ship, and tired of each other—and cannot long cherish any great affection for the service. The same objections will also apply, in “these piping times of peace,” to our squadrons in the Mediterranean, on the Brazil coast, or in the West Indies, with this exception, that the blockade of Buenos Ayres and Vera Cruz, by the French squadrons, relieves at the present time, the *tedium* ordinarily incident to these stations.

It appears to us that the custom of stationing vessels for such a length of time on a particular station, is an exceedingly injudicious one, productive of no benefit, but of immense evil—and ought to be abolished, whenever the Head of the Department is really desirous of improving the discipline and adding to the usefulness of the navy. Let our national vessels, intended for foreign service, leave our shores, with an expectation of being absent three years. Let them spend a portion of that time in the Mediterranean, a portion of that time on the Brazil coast, among the West India islands, or in the Pacific, according to circumstances. New scenes, new places, and continual moving, would thus excite a healthy spirit, a cheerfulness, and an ambition among the officers and the crews, which would eminently contribute to their own happiness and honor, and to the advantage of the country.

Besides, by this arrangement, our national ships would occasionally be met *without the ocean*. Now they are seldom seen in old Neptune's dominions. We have passed a considerable portion of our life in navigating the North and South Atlantic Oceans, and the Indian Seas, and although we have occasionally met with an American man-of-war in some West India or South American port—we *never felt in with one at sea*—but have often spoken with national ships bearing the English, French, or Spanish flags.

Our armed ships should be met with oftener on the seas—nor would the benefit be confined to the navy alone—for it is seldom that an American ship of war has proceeded to a foreign station without having rendered some valuable service to commerce or to individuals. It is but a short time since that Commander Percival, in the *Cyane*, on his way to the Mediterranean, heard of a pirate that had robbed a British vessel, and with a sagacity and perseverance which does him great honour, he pursued her, and succeeded in effecting her capture; and thus, perhaps, prevented outrages on property and life, to an incalculable amount. It is only a day or two since that we mentioned that Commander McKeever, in the *Falmouth*, picked up a boat's crew in the Straits of Magellan, who, without such providential rescue, must have perished.

We hope, therefore, that Mr. Secretary Paulding, who seems really to be desirous of elevating the condition and character of the American Navy, will

ponder upon these suggestions. His success in this praiseworthy undertaking, in our humble opinion, mainly depends on two things—*add to the vessels in commission—AND KEEP THEM MOVING.*—*Boston Mercantile Journal.*

**BURIAL OF CAPT MARVIN P. MIX, OF THE U. S. NAVY.**—The funeral of this distinguished Post Captain \* took place yesterday, at 12 o'clock from Miss Mann's, 235 Broadway. The respect and regard entertained by his brother officers was manifested in their full attendance, and the honors paid in the imposing ceremonies of the naval service. The remains of this gallant and able officer were deposited in the family vault, at Bedford, Long Island. The officers of the navy attended in uniform, and Capts. Sloat, Perry, Stringham, Salter, and Lieutenants Sands, West, Marshall, and Newman, were pallbearers. On the Brooklyn side of the Fulton ferry, the procession was met by the band from the receiving ship, the marines from the navy yard, and a large body of sailors in the uniform of the U. S. navy, and proceeded up Fulton street to Bedford Church, where the episcopal service for the burial of the dead was performed by the Rev. Dr. Coit. The concourse of people attending was great, and all countenances expressed sincere sorrow and regret for the loss of a man who had so many claims to their regard as citizens, and to the gratitude of his countrymen.

After the body was deposited in the vault, the company of mariners fired three volleys of musketry over the grave, and returned in procession with the officers, band, and sailors to the navy yard. Every respect was paid that the high reputation of the officer, and the warm admiration of his friends required—and his memory will long live in the estimation of the naval service, and the recollection of his friends.

The life and death of this able and devoted officer furnish additional evidence of the inadequacy of our laws for the compensation of the noble men who sacrificed their lives in the service of their country. Civil station should never be regarded as a public profession; but in the army and navy the public service is necessarily a profession, and there would be neither public honor nor safety were it otherwise. The lives of the officers of our navy and army are devoted to the public for a pay barely sufficient to furnish a naked subsistence.

They are exposed to perils, hardships, and privations, which as effectually destroy life as the battle field and the mortal combat; and when the fell destroyer overtakes them in the meridian of life they close their eyes upon the world, leaving their untarnished honor and faithful service as the only legacy and inheritance to bereaved widows and orphan children. The land of Government, which doted out a miserable pittance during the life of the brave, is shut and clutched when life departs, and a starving family is left in the world's cold charity and commiseration. It would not be surprising if the public service should be shunned, when such are its hardships and privations, its ends and its fruits.

Captain Mix sacrificed his life, and his death ensued directly from injuries and exposures in the public service. He entered the navy as a sailing master at the breaking out of the late war with Great Britain, in 1812, and was appointed lieutenant in 1813. He was on Lake Ontario at the time of Perry's memorable victory, and there had the command of the *Lady of the Lake*. After the war he went to the Mediterranean in the squadron that settled the difficulties of the United States with Tripoli. At the time of the piracies of the West Indians he was attached to the squadron of Commodore Porter, and

\* Captain Mix held the rank of *Commander*, not that of *Post Captain*, in the navy.—*Ed. A. & N. C.*

commanded the *Decoy* ship. He was subsequently first lieutenant of the *Lexington* on the coast of Labrador, to protect our fisheries from the encroachments of Great Britain. He was then transferred to the Delaware ship of the line, and remained in her during a three years' cruise in the Mediterranean. He was promoted to a captaincy in 1831, and had command of the receiving ship at the navy yard, at Brooklyn for several years. In 1837 he was appointed to the command of the sloop of war *Concord*, and ordered to the West India station. Here he contracted disease, which resulted in a lingering and painful illness, and finally in his death. He was in Florida during the destructive and ruinous campaigns of the Seminole war, and there was first visited with sickness. He was in command of the *Concord* in the squadron under the command of Commodore Dallas, to settle the difficulties between Mexico and the United States, and was deputed by that officer to visit the civil authorities at Vera Cruz, on that occasion. He was then attacked by the yellow fever, and never after enjoyed good health. As an able commander and disciplinarian, an experienced seaman, a gallant and courageous man, he had few equals in the service, and he has left his family to the care and protection of that country to which he devoted his life.—*New York Times*.

**NAVAL COURTESY.**—A correspondent of the Boston Courier cites the following instances of the treatment of American vessels by American and French ships of war on the coast of South America, in which the comparison is not much to the credit of the former:

After the blockade of Buenos Ayres was declared by the French, the pilot boat stationed off Point Indio, in the river La Plata, were ordered away; consequently vessels taking pilots from Buenos Ayres were obliged to stop at Montevideo to land them; this was attended with detention and expense, as it was necessary to go into the harbor of Montevideo, and anchor, and go through the formalities of a visit from the authorities of the port; to avoid this was a desirable object, and when vessels of war lay anchored outside the harbor, it was a great convenience to merchant vessels bound down the river, to leave their pilots on board of them.

About two months after the blockade took place, the United States ship *Independence* lay anchored off Montevideo; an American brig came down from Buenos Ayres, bound to sea, and the captain had determined on leaving his pilot on board the *Independence*; accordingly the brig was hove to under the stern of the ship; the captain halted, requesting of them the favor to send and take out the pilot, as the brig's boat was small, and it would take some time to get her in the water; the answer was that they would receive the pilot on board if he was sent. It was blowing fresh from S.W., a strong current setting down the river, and a rough sea; the brig's boat was got out, taking all the crew except one man to go in her, and with considerable difficulty got alongside the *Independence*, having to pull against wind, tide, and sea—the brig, in the mean time laying to, had drifted a great distance from the frigate. Now (setting aside the duty to do it) what trouble would it have been for this ship of war, with five hundred or more men on board doing nothing, and boats of every description unemployed, to have sent, when politely requested, taken the pilot out, and let the brig proceed on her voyage. It is presumed that Commodore Nicholson knew nothing of this, and only the officer of the deck. Mark the difference.

A short time previous to this, before the arrival of the *Independence*, the French Admiral, in the frigate *Miurve*, lay off Montevideo. An American vessel came down from Buenos Ayres, under similar circumstances, and requested permission to put the

pilot on board the frigate; they did not give the captain time to get his boat out, but immediately sent a boat from the frigate, took out the pilot, who was treated politely, and put on shore at Montevideo.

[This is the story of the captain of the brig. Justice to the officers of the *Independence* requires that they should not be condemned until their version is given, which may put a different aspect on the affair.—*Ed. A. & N. C.*]

**AMERICAN SEAMEN.**—We are very desirous that public attention should be directed to the fact, that the number of American seamen employed in our navy and commerce is few, and is yearly decreasing. That this attention may be awakened, we publish an article on the subject, written by a friend in every way qualified both to understand and to elucidate the subject.—*New York American*.

#### For the New York American. AMERICAN SEAMEN.

The great want of this valuable class of men has at length so far forced itself on the attention of the community, that it has become a subject of general complaint, and it is only surprising that a subject so important to the commercial interests of our country, and our navy particularly, should have been allowed so long to slumber.

It is no doubt true, that nine-tenths of the seamen employed under our flag are foreigners; and of the remaining tenth, many of them are entered on board our ships of war, leaving but few native seamen to navigate the merchant ships.

The remedy is simple, and should be immediately resorted to, viz: every merchant vessel should be obliged by law to take a certain number of apprentices, according to her registered tonnage. These boys should be bound to the owners of the vessel and not to the captain; as the commander of a ship is much more frequently changed than her proprietor. In the event of the ship being sold, authority should be given to transfer the indentures, unless the owner has other vessels in which the apprentice can be placed. In the navy a good example has been given, which ought to be followed, and in a few years we should have no more complaints on this subject. Every ship of war is now obliged to take one boy for every two guns, besides a proportional number of young and healthy landsmen; but I prefer, that instead of landsmen, a large number of apprentices should be taken, as they are much more susceptible of instruction than adults whose minds and habits have been already formed, and require a total change before they can adapt themselves to the discipline of a ship. Lord Collingwood, in one of his letters to the British Admiralty, says, "I have, some time since, recommended that, as ships came out, they should bring eighty or one hundred boys of fourteen or sixteen years of age,—such boys soon become good seamen. Landsmen very rarely do, for they are confirmed in other habits. One hundred Irish boys came out two years since, and are now the *topmen* in the fleet." At another time he proposed to the Admiralty to raise yearly five thousand Irish boys, and send a large proportion of them to his command, where he would have them taught and prepared in ships of the line, before they were sent to smaller vessels. In our navy, the system of educating and preparing boys for the service has been commenced, and there are now on board the frigate *Hudson*, at New York, under the superintendence of her commander, 150 apprentices who bid fair to turn out good seamen. They are under the immediate direction of a competent teacher, who instructs them in all the ordinary branches of English education; and under the boatswain, they are taught to knot, splice, strap blocks, pass seizings, and indeed every part of manual seamanship. One half attend school, whilst the other half are with the

boatswain, except on Wednesdays and Saturdays, on which days they are exercised aloft by the first lieutenant, at reefing and furling the mizen-top-sail, bending and unbending it, and occasionally they are required to send the top-sail yard or deck, unrig it, and rig it again, under the superintendence of the boatswain and his mate. In good weather, the top-gallant yards are regularly sent up and down, morning and evening, by the boys alone; and in the course of the last summer, they had learned to do it with so much accuracy, that a mistake very seldom occurred. The captain of the mizen-top is not quite fourteen years of age, and besides his activity aloft can strap a block, splice a rope, or pass a seizing as well as many of the ordinary seamen who are shipped at the rendezvous. They are also taught to row in boats, and thus become expert oarsmen, besides deriving health and strength from the exercise. Their morals and habits are also strictly attended to, and the use of tobacco and spirits positively prohibited. They are supplied with bibles and prayer books, and attend church service every Sunday. They are also divided into bible classes under the immediate direction of the teacher and assistants, superintended by the chaplain of the ship, who hears them their bible lessons every Sunday. By this means it is hoped to prevent the apprentices from falling into low and vicious habits, and through them to establish a higher standard of morals for American seamen generally. This, by some, may be thought a visionary scheme; but as the effort can do no possible injury, and may be productive of much good, it is certainly worth the experiment; for whatever may be the result of their example over others, the good effect on themselves cannot be doubted. As all are anxious to get to sea, their transfer to a cruising vessel is granted as a reward to the most correct and forward in acquirement; and such as show a decided cleverness, are noted for promotion to the different ranks of petty officers, as soon as they become competent. Many of these boys have already been sent to sea in the different vessels which have sailed for foreign stations within the last two years, and others have been employed on the coast survey. Such was the confidence reposed in them by the surveying officers, that after a little practice, some of them were employed as *leadsmen* to give the exact depth of water, whilst others were appointed to attend tide-gauges, &c. It is to be hoped that the interest of our naval officers in the apprentice system will become general, and the object of the law authorizing their enlistment may not be defeated by negligence or indifference. Congress can only pass laws for the improvement of the navy. The faithful execution of them must necessarily be left to the officers themselves.

## DOMESTIC INTELLIGENCE.

### FLORIDA WAR.

By the steam packet Florida, Capt. Nock, the editor of the Georgian yesterday received from his attentive correspondent the following:—

**GAREY'S FERRY, Feb. 14, 1839.**—Within the last month, thanks to the energy and perseverance of Capt. E. S. Winder and L. J. Beall, of the 2d dragons, nearly fifty Indians have been taken. Among them a cousin of Sir Samuel Jones, *vulgo* Sam ditto; they do not appear to manifest any sorrow at exchanging the savage for the civilized life, and seem to show the true spirit of philosophy. They perform their dances for the amusement and edification of by-standers with no apparent reluctance, and frequently indulge in a laugh themselves. There is a plan now on foot, which I hope will prove the means of getting a few more of the forest gentry into our hands. Gen. Taylor expects to leave Deadman's Bay about the 20th inst. on an expedition into the everglades. He will strike east from the bay and meet a part of Col. Twiggs' command who will leave

shortly from the western coast, about Indian river and Key Biscayne. The steamer Isia, now chartered by the United States, left yesterday with two companies for Key Biscayne; one of them; Capt. Russell's of the 2d infantry, the other Lieut. Geo. Taylor's of the 2d artillery. The whole under the command of Maj. S. Churchill, 3d artillery.

**St. Augustine, Feb. 14.—Army Movement.**—Two companies of U. S. troops, under command of Maj. Churchill, arrived in the U. S. steam boat Poinsett, Capt. Trathen, from Black Creek, this morning. We understand this detachment is ordered to scour the country around the head waters of the Miami, and thence to work their way northward along the everglades, to lake Okeelohoe.

Maj. Ashby moves south from Fort Mellon, and will meet Maj. Churchill's command on the banks of the lake.

**NEW SHOAL.**—The schooner Delight, Capt. Brown, from Charleston for this port, had split her sails, and Capt. Brown, with the view of keeping her head to wind during the blow, let go his small bower anchor which brought up in seventy fathoms water. The schooner rode there about two hours when the cable parted. This *Shoal* is about fifty miles due East from St. Augustine. — *St. Augustine News.*

On the 4th instant, Capt. Harvey Brown commenced cutting a road from Fort New Smyrna to Fort Birch, half way to Lake Monroe. Major Ashby will complete the other part, half way to Fort Mellon. When this direct road East of St. John's is completed, there will be a continuous route across from the Gulf to the Atlantic. — *Ibid.*

### From the Buffalo Commercial Advertiser.

**U. S. FORCE AT BUFFALO.**—We have been kindly favored with the following list of officers of the U. S. army now stationed at this post:

Col. Bankhead, commanding Niagara frontier;  
Capt. Ogden, quartermaster;  
Lt. Chapman, commissary and commanding company "G," 2nd artillery;  
Lieut. Townsend, adjutant 2nd artillery;  
Dr. Trinder, surgeon;  
Capt. Williams, topographical engineer, and superintendent of the harbors on Lake Erie;  
Lieut. Simpson, topographical engineers;  
Lieut. Woodruff, do do  
Lieut. Roland, commanding company "K," 2nd artillery;  
Lieut. Shackelford, 2nd artillery;  
Lieut. Sedgwick, do do  
Lieut. Blair, commanding company "D," 2nd artillery.

There are three companies of 2nd artillery, of 70 men each, in garrison here, which constitute all the standing force now upon this frontier, between fort Niagara and the State of Pennsylvania.

**A NOVEL OYSTER BED.**—When the frigate Constellation was taken into the Dry Dock, in Charles-bergh, being entirely encrusted with a coat of oysters from stem to stern, the average size of which was about equal to those that are usually sold for half a cent. — *Boston Transcript.*

**FROM THE FRONTIER.**—Gen. Scott and suite arrived in this city yesterday morning. We learn that another demand has been made upon the Governor of Vermont for an individual, identified as having been concerned in the recent outrages at Caldwell's Manor; that Gov. Jenison has declined interfering in the matter, on the ground that it appertains solely to the General Government; that in consequence of this refusal, a Special Messenger has been despatched from Montreal to Washington; and that the whole subject is now before the President of the United



States. We attach great importance to this question. We believe that it is competent for the Chief Magistrate of this country, *treaty or no treaty*, to deliver up fugitives from justice, on the application of foreign powers and the production of satisfactory proof. We think and trust that the same opinion prevails in the cabinet; and that, in this particular case, the miscreant, if properly identified, will be delivered up to the Canadian Government to be dealt with according to law. The outrage complained of was a most aggravated one; and in the event of a refusal to deliver up the criminal, will provoke retaliation, and lead, ultimately, to war. Should such be the result, the conscientiousness that we had failed in our duty to a friendly nation, would detract from every triumph and aggravate every defeat.—*Albany Daily Advertiser*, Feb. 20.

FROM VERA CRUZ.—An arrival from Vera Cruz has brought accounts from that place to the 24th of January. At that time the city had few other inhabitants than the consuls of foreign nations with their families. The castle of San Juan de Ulloa was occupied by French troops. In the vicinity there were about twelve French and six English men of war. The French admiral exercised undisputed authority. All the vessels which had arrived with cargoes from New Orleans, were about returning without having been allowed to discharge. There was no news from the interior of Mexico, as all intercourse was prohibited.—*New Orleans Courier*.

The news of the capture of San Juan d'Ulloa had reached Paris and created great joy. Admiral Baudin is to be promoted and also made a peer. Captains Bazoche and Parseval Deschenes are to be created Rear Admirals, and the Prince de Joinville and M. Ollivier are to be promoted from *capitaines de corvette* to *capitaines de vaisseau*.

## NAVY.

### ORDERS.

- Feb. 20.—Purser C. O. Handy, detached from Rec'd ship New York.
- 21—P. Mid. J. Hall, and Mid. G. W. Rodgers, brig Consort.
- 22—Lieut. Wm. Smith, frigate Constitution.
- 23—Purser B. J. Cahoon, Rec'd ship, New York.
- Mid. M. C. Watkins, Rec'd vessel, Baltimore.
- 25—P. Mid. J. W. Cooke, and Mid. C. E. Fleming, ship Warren.
- 26—P. Mid. F. S. Haggerty, frigate Constitution.
- Lieut. N. M. Howison, Navy Yard, Pensacola.

### RESIGNATIONS.

- Feb. 26—Camillus Saunders, Midshipman.
- 27—James O'Shannessy, do
- Joseph Gold, do

At the time the U. S. ship Ohio sailed from New York, an imperfect list of her officers was published in the newspapers. No muster roll having been received at the Department, we did not copy the list; but as one has lately been received, we have made out a list therefrom, for the information of the navy, and those who have friends on board.

*Commodore*, ISAAC HULL.

*Captain*, Joseph Smith.

*Commander*, Robert F. Stockton.

*Lieutenants*, G. J. Pendergast, S. Mercer, S. F. Du Pont, W. L. Howard, R. L. Browning, J. S. Mission, J. W. Cox, A. Taylor, G. Gansevoort.

*Fleet Surgeon*, B. Ticknor; *Assistant Surgeons*, J. M. Smith, B. T. Magill, E. H. Van Wyck; *Purser*, W. Sinclair; *Chaplain*, J. W. Grier; *Master*, J. Robinson.

*Passed Midshipmen*, B. M. Dove, R. Forrest, E. C. Bowers, R. H. Lowndes, J. Carroll, W. D. Hurst, W. B. Reushaw, C. B. Poindexter, W. A. Jones, W. A. Parker, W. E. LeRoy, L. Maynard, Washington Reid, J. H. Adams.

*Midshipmen*, W. F. de Jongh, L. McLane, Wilmer Shields, P. Crosby, H. S. Newcomb, R. Townsend, F. Alexander, A. N. Smith, A. C. Rhind, S. E. Woodworth, W. R. Low, (\*acting.)

*Commodore's Secretary*, Jao Etheridge; *Commodore's Clerk*, Edward Whitney; *Captain's Clerk*, William Flye; *Professor of Mathematics*, John Pierce, Jr., *Master's Mate*, T. M. Crooker.

*Boatswain*, Wm. Waters; *Gunner*, John Blight; *Carpenter*, John Southwick; *Sailmaker*, S. B. Banister.

*MARINE OFFICERS*—*Captain*, Thomas A. Linton; *Second Lieutenants*, H. B. Watson, I. T. Doughty.

### U. S. VESSELS REPORTED.

MEDITERRANEAN SQUADRON—Ship of the line Ohio, Captain Smith, bearing the broad pendant of Commodore Hull, arrived at Mahon on the 17th inst. in 27 days from New York.

Ship Cyane, Comm'r Percival, at Messina, Nov. 20.

WEST INDIA SQUADRON—Ship Warren, Commander Spencer, dropped down to the naval anchorage below Norfolk, on Sunday last.

## MARRIAGE.

In Charlestown, Mass., on the 14th instant, Lieutenant CHARLES H. JACKSON, of the U. S. navy, to Miss MARTHA L. WILLARD.

## DEATHS.

In Philadelphia, on the 22d instant, Captain JAMES McCRAWLEY, of the Marine Corps.

In Washington, on the 21st instant, a few minutes after he had reached the Senate Chamber, of which he was Doorkeeper, Mr. EDWARD WYER, aged about 62 years. He was in good health, apparently, up to the moment when, while speaking to one of the attendants of the Senate, he fell, and immediately expired without a word or a groan. Mr. W. was a native of Boston, (Mass.) He spent the earlier years of his manhood in the navy, which, with a great deal of subsequent travel, made him known in many parts of the world, and wherever known his warm heart and gentlemanly bearing made him friends.

On the 9th Jan., Colonel JACOB WIEFS, of Wiesport, aged 88 years and 4 months. Colonel Wiefs was born the 1st of September, 1760—has been blind for several years past. He died at his mansion house, in the village of Wiesport, on the Lehigh, between Mauch Chunk and the Blue Mountain, on the spot where old Fort Allen was erected, well known in border story as connected with the Indian wars and massacres that there took place, as well as at Gnadenstetten, and the immediate surrounding country.

### NOTICE.

PROPOSALS will be received at the office of the Commissary General of Purchases in Philadelphia, for supplying the following articles of DRAGOON EQUIPMENTS, viz:

- 400 Saddles, complete.
- 200 Bridles, with Martingales.
- 200 Saddle Bags.
- 200 pairs Spurs.
- 200 Halters, Head Stalls and Straps.

On the patterns exhibited at this office, the contracts will be founded and inspections made, and no article will be received that is inferior in material or workmanship, or that does not correspond in every respect with the pattern on which the contract is founded. The articles are to be delivered at the United States Arsenal, near Philadelphia, for inspection, in equal monthly proportions, and the contracts to be fulfilled on or before the first day of August, 1839, or earlier, if required for the service.

The proposals must be in writing, sealed and endorsed "Proposals" and must reach the office of the Commissary General of Purchases, on or before the 22d March, 1839. Security will be required for the fulfilment of contracts.

C. IRVINE,

Commissary General of Purchases.

COMMISSARY GENERAL'S OFFICE, } Feb. 22—td  
Philadelphia, Feb. 23d, 1839.

# ARMY AND NAVY CHRONICLE.

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## CONGRESSIONAL DOCUMENT.

### OREGON TERRITORY.

#### REPORT

*Of the Select Committee, appointed on the 29th of December last, with instructions to inquire into the expediency of occupying the mouth of the Columbia river.*

APRIL 13, 1824.—Read: ordered that it lie upon the table.

The committee, to which was referred the resolution of the 29th day of December last, instructing them to inquire into the expediency of occupying the mouth of the Oregon, or Columbia river, have had the same under consideration and ask leave further to report:

That they have considered the subject referred to them, and are persuaded that, both in a military and commercial point of view, the occupation of that territory is of great importance to the Republic; but, as much has been submitted to the House on these points, by former committees, they have now deemed it necessary, only to present a view of the difficulties which would probably present themselves in accomplishing that object, and the manner in which they can be overcome.

To obtain information, a letter to this end was addressed to an officer of the army, whose integrity in the public service is well known to the House, and whose military knowledge is entitled to the highest respect; that officer, Brigadier General Thomas S. Jesup, answered so satisfactorily to the committee, that they have presented the answer, in its entire form, to the House, and adopt it as a part of this report.

#### QUARTERMASTER GENERAL'S OFFICE, Washington, April 16, 1824.

SIR: In reply to your letter, dated the 30th ult., requesting me to communicate "any facts, views, or opinions, which may have presented themselves to me, relative to the probable difficulty of making an establishment at the mouth of Columbia river, and the military advantages of that establishment," I have the honor to remark, that ever since my attention was first directed to the subject, I have considered the possession and military command of the Columbia necessary not only to the protection of the fur trade, but to the security of our western frontier. That flank of our country, extending from the lakes to the Gulf of Mexico, is every where in contact with numerous, powerful, and warlike Indian nations; who, altogether, might be able to bring into the field from twenty to thirty thousand warriors. Most of those nations communicate, either with the British to the north and west, or the Spaniards to the south. In the event of war, that force, with a few hundred foreign troops, or under the influence of foreign companies, might be made more formidable to us than any force which Europe combined could oppose to us. On the other hand, if such measures be adopted as to secure a proper influence over them, and, in the event of war, to command their co-operation, they, with the aid of a few small garrisons, would not only afford ample protection for that entire line, but would become the scourge of our enemies.

The dangers to be apprehended, can only be averted by proper military establishments; and whether the post at the mouth of Columbia be intended to secure our territory, protect our traders, or to cut off all communication between the Indians

and foreigners, I should consider a line of posts, extending from the Council Bluffs entirely across the continent, necessary. Those posts should be situated, as well with a view to command the avenues through which the Indians pass from north to south, as to keep open the communication with the establishment at the mouth of the Columbia.

A post should be established at the Mandan villages, because there the Missouri approaches within a short distance of the British territory, and it would have the effect of holding in check the Hudson's Bay and North West Companies, and of controlling the Ruckarees, Mandans, Minnatarees, Assiniboinis, and other Indians, who either reside or range on the territory east, north, and west of that point.

A post at, or near, the head of navigation on the Missouri, would control the Blackfoot Indians, protect our traders, enable us to remove those of the British companies from our territory, and serve as a depot, at which detachments moving towards the Columbia might either be supplied, or leave such stores as they should find it difficult to carry with them through the mountains. It might also be made a depot of trade, and of the Indian Department.

To keep open the communication through the mountains, there should at least be one small post at some convenient point between the Missouri and the Columbia, and on the latter river and its tributaries, there should be at least three posts. They would afford present protection to our traders, and, on the expiration of the privilege granted to British subjects to trade on the waters of the Columbia, would enable us to remove them from our territory, and to secure the whole trade to our own citizens. They would also enable us to preserve peace among the Indians, and, in the event of foreign war, to command their neutrality or their assistance, as we might think most advisable. The posts designated might be established and maintained at an additional annual expense not exceeding forty thousand dollars.

By extending to those posts the system of cultivation, now in operation at the Council Bluffs, the expense of supplying them would, in a few years, be greatly diminished. Mills might be erected at all the posts at a trifling expense, and the whole country abounding in grass, all the domestic animals necessary, either for labor or subsistence, might be supported. This would render the establishment more secure, and, consequently, more formidable to the Indian nations in their vicinity.

As to the proposed posts on the Columbia, it is believed they might be supplied immediately at a low rate. Wheat may be obtained at New California at about twenty-five cents per bushel, and beef cattle at three or four dollars each. Salt, in any quantity required, may be had at an island near the peninsula of California. Should transportation not be readily obtained for those articles, vessels might be constructed by the troops.

To obtain the desired advantages, it is important, not only that we occupy the posts designated, but that we commence our operations without delay. The British companies are wealthy and powerful; their establishments extend from Hudson's Bay and Lake Superior to the Pacific; many of them within our territory. It is not to be supposed they would surrender those advantages without a struggle, and, though they should not engage in hostilities themselves, they might render all the Indians, in that extensive region, hostile.

The detachment intended to occupy the mouth of Columbia, might leave the Council Bluffs in June, and one hundred and fifty men proceed with the

boats and stores; and, as the country is open, and abounds with grass, the remaining fifty might proceed by land, with the horses intended for the transportation across the mountains, and might drive three or four hundred beaves to the Mandan villages, or to the falls of Missouri; at one of those places the parties should unite and spend the winter. The latter would be preferable, because there they might be able to establish a friendly intercourse with the Blackfoot Indians; or, at all events, by impressing them with an idea of the power of the nation, restrain their depredations upon the neighboring tribes, and deter them from acts of outrage upon our traders. They might, also, during the winter, reconnoitre the several passes through the mountains, prepare provisions necessary to support them on the march, and down the Columbia; and, if authorized to do so, remove from our territories all British traders on the waters of the Missouri. They would necessarily remain at, or in the vicinity of, their wintering ground until June, but might be occupied during the months of April and May, in opening a road to the mountains, and constructing bridges over the numerous streams on the route. This work performed, they might, in about twenty days, reach the navigable waters of Clark's river, a branch of the Columbia; and, in ten days more, prepare transportation to descend to their destination, where, after every necessary allowance for accidents and delays, they would certainly arrive by the month of August.

The vessels employed to transport the stores by sea, might leave the United States in the month of November, and would arrive at the month of the Columbia in April, at least four months before the detachment from the Council Bluffs could reach that point; and, unless the ships should be detained during that time, which could not be expected, the stores would be exposed to damage and depredation, and perhaps, by the time the troops should arrive, would be entirely destroyed. It would, therefore, seem to me a measure of prudence, that at least one company of artillery be transported with the stores. That description of force would be found necessary at the post, and the ships would afford them ample accommodation.

That the route from the Council Bluffs to the mouth of Columbia is practicable, has been proved by the enterprise of more than one of our citizens. It no doubt presents difficulties; but difficulties are not impossibilities. We have only to refer to the pages of our history to learn that many operations, infinitely more arduous, have been accomplished by Americans. The march of Arnold to Quebec, or of General Clark to Vincennes, during the Revolutionary war, exceeded greatly in fatigue, privation, difficulty, and danger, the proposed operations: and I believe I may say, without fear of contradiction, that the detachment might be supplied, during the whole route, with less difficulty than in the war of 1756 was experienced in supplying the forces operating under Gen. Washington, and Gen. Braddock, against the French and Indians, on the Ohio.

A post at the mouth of Columbia is important, not only in relation to the interior trade, and the military defence of the western section of the Union, but, also, in relation to the naval power of the nation. Naval power consists, not in ships, but in seamen, and, to be efficient, the force must always be available. The northwest coast of America is an admirable nursery for seamen; many of our best sailors are formed there; without a naval station, however, on the Pacific, the force employed in the whale fishery, as well as in sealing, and the northwest trade, would, in the event of a war with a great maritime power, be, in some measure, lost to the nation. But that establishment made, would afford a secure retreat to all our ships and seamen in that section of the globe, and the force, thus concentrated, might be used with effect against the trade, if not the fleets, or posses-

sions of the enemy, in place of being driven to the Atlantic, or perhaps captured on their way.

The establishment might be considered as a great bastion, commanding the whole line of coast to the north and south; and it would have the same influence on that line which the bastions of a work have on its curtains, for the principles of defence are the same, whether applied to a small fortress, or a line of frontier, or even an entire section of the globe. In the one case, the missiles used are bullets and cannon shot; in the other, ships and fleets.

I have the honor to be, sir, very respectfully,  
your obedient servant,

TH. S. JESUP.

To the Hon. JOHN FLOYD,

House of Representatives.

## LAWS OF THE UNITED STATES.

### LAW FOR THE DEFENCE OF THE UNITED STATES.

An act giving to the President of the United States additional powers for the defence, of the United States, in certain cases, against invasion, and for other purposes.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the President of the United States be, and he is hereby authorized to resist any attempt on the part of Great Britain to enforce, by arms, her claim to exclusive jurisdiction over that part of the State of Maine which is in dispute between the United States and Great Britain; and, for that purpose, to employ the naval and military forces of the United States and such portions of the militia as he may deem it advisable to call into service.

*Sec. 2. And be it further enacted,* That the militia when called into the service of the United States by virtue of this act, or of the act entitled "An act to provide for calling forth the militia to execute the laws of the Union, suppress insurrections, repel invasions, and to repeal the act now in force for those purposes," may, if in the opinion of the President of the United States the public interest require it, be compelled to serve for a term not exceeding six months after their arrival at their place of rendezvous, in any one year, unless sooner discharged.

*Sec. 3. And be it further enacted,* That in the event of actual invasion of the territory of the United States by any foreign power, or of imminent danger of such invasion discovered, in his opinion, to exist before Congress can be convened to act upon the subject, the President be, and he is hereby, authorized, if he deem the same expedient, to accept the services of any number of volunteers not exceeding fifty thousand, in the manner provided for in the act entitled "An act authorizing the President of the United States to accept the services of volunteers, and to raise an additional regiment of dragoons or mounted riflemen," approved May 23, 1836.

*Sec. 4. And be it further enacted,* That in the event of either of the contingencies provided for in this act, the President of the United States shall be authorized to complete the public armed vessels now authorized by law, and to equip, man, and employ, in actual service, all the naval force of the United States; and to build, purchase, or charter, arm, equip, and man such vessels and steamboats on the northern lakes and rivers whose waters communicate with the United States and Great Britain, as he shall deem necessary to protect the United States from invasion from that quarter.

*Sec. 5. And be it further enacted,* That the sum of ten millions of dollars is hereby appropriated and placed at his disposal for the purpose of executing the provisions of this act, to provide for which the Secretary of the Treasury is authorized to borrow money on the credit of the United States, and to cause to be issued certificates of stock, signed by the Register of the Treasury, for the sum to be borrowed, or any part thereof; and the same to be sold on the best terms that may be offered after public notice for proposals for the same: *Provided,* That no engagement or contract shall be entered into which shall preclude the United States from reimbursing any sum or sums thus borrowed after the expiration of five years from the first of January next; and that the rate of interest shall not exceed five per cent. payable semi-annually.

Sec. 6. *And be it further enacted*, That the sum of eighteen thousand dollars be, and the same is hereby, appropriated, out of any money in the Treasury not otherwise appropriated, for outfit and salary of a special minister to Great Britain: *Provided*, The President of the United States shall deem it expedient to appoint the same.

Sec. 7. *And be it further enacted*, That in the event of either of the contingencies provided for in the first and third sections of this act, the President of the United States shall be authorized to apply a part not exceeding \$1,000,000 of the appropriation made in this act to repairing or arming fortifications along the seaboard and frontier.

Sec. 8. *And be it further enacted*, That whenever militia or volunteers are called into the service of the United States, they shall have the organization of the army of the United States, and shall receive the same pay and allowances.

Sec. 9. *And be it further enacted*, That the several provisions of this act shall be in force until the end of sixty days after the meeting of the first session of the next Congress, and no longer.

APPROVED, March 3, 1839.

AN ACT to provide for the location and temporary support of the Seminole Indians removed from Florida.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled*, That the President of the United States be, and hereby is, authorized to provide a suitable location, west of the States of Missouri or Arkansas, for the Seminole Indians who have been or may be removed from Florida, and to provide for their support until they shall be removed to such location; and that for these purposes, the sum of ten thousand dollars be, and the same is hereby, appropriated to be paid out of any money in the treasury not otherwise appropriated.

APPROVED, February 13, 1839.

A RESOLUTION for the purchase of the island at the confluence of the St. Peters and Mississippi rivers.

*Resolved, by the Senate and House of Representatives of the United States of America in Congress assembled*, That the Secretary of War be, and he is hereby, authorized to contract with J. B. and J. Ferribault, for the purchase of the island at the confluence of the St. Peters and Mississippi rivers, and to report his proceedings to Congress, subject to their approbation or rejection.

APPROVED, February 13, 1839.

## MISCELLANY.

### *Correspondence of the Boston Transcript.*

UNITED STATES SHIP CYANE,  
Messina, Nov. 20, 1838.

Since our arrival in the Mediterranean, Captain Percival has suffered beyond measure from gout and rheumatism, and we see no prospect of speedy relief. For months together he has been cooped up on the sofa; his right hand is so bad that he cannot sign his name. \* \* \* I regret to find that our ships, on leaving these ports lately, have neglected to pay many bills (not government bills) that it would have been more to their credit to discharge. This abominable practice of ships leaving foreign ports, where they have been received with courtesy and kindness, deeply in debt, does but little to our credit and less for our honor, and says nothing for our justice. Capt. P. is deeply mortified by the reports we have heard, and is determined that this ship shall escape such imputations. The sin is not confined to any particular class in the ship, but includes, it reports be true, some of all from the tarpaulin to the epaulette.

\* \* \* We arrived at Naples on the 22d October. On the 21st, Her Majesty's ship Hastings, bearing the royal standard of England, arrived hav-

ing on board the Dowager Queen Adelaide and a suite of 60 persons, principally of the nobility. It afforded a good opportunity to Capt. P. to exhibit his gallantry, and display an evidence of courtesy to one of England's Queens, so much entitled to personal respect from every one. On her landing in the evening, we manned the yards in handsome style, gave her a salute of twenty one guns and three cheers. On the next day the British minister called on our minister to express her Majesty's gratification at the courtesy so handsomely shown her, when she had no claim to expect it, except, as the minister said, "from the great gallantry displayed by American officers generally."

On the same day, Capt. Locke, commander of the Hastings, came on board the Cyane to present the Queen's personal thanks to Capt. P. On the 6th November, Lord Howe, Her Majesty's chamberlain, came on board, with Capt. Locke to introduce him, to invite Capt. P. to breakfast with Her Majesty and the Royal Family of Naples, on board the Hastings, on the Monday following, which invitation he accepted; and on being presented to Her Majesty, by the Lord Chamberlain, she expressed in very flattering terms the deep sense she felt of the courtesy he had shown her, and he replied in a very handsome manner, that it had afforded him great pleasure to have an opportunity to offer to one whose whole life had been eminently distinguished for acts of justice and benevolence, accompanied by their sister-virtue, mercy, the slightest mark of respect.

Her Majesty appears to be about 42 years of age, in rather delicate health. She possesses great urbanity and mildness of manners, and seems to make every one happy around her. The company consisted of about sixty persons, who sat down to breakfast at 2 P. M. At 4, the guests rose from the table, and quadrilles and waltzing commenced, in which, as Capt. P. could not participate, he returned on board soon after five, highly delighted with the "fine old English gentleman" style in which he was received and entertained.

If ——— has written you, he has probably told you what has become of the portrait of Osceola, which, left your sanctum, between two days, when the ship was lying in Massachusetts Bay. Capt. P. presented it, through Lord Howe, to Queen Adelaide, and received in return the following note, a copy of which I got from the captain's scribe, thinking that it might gratify you to know the finale of that grave affair.

"H. M. SHIP HASTINGS, Nov. 23.

"My Dear Sir—It is with much pleasure that I obey the command of Queen Adelaide, by expressing the grateful thanks of her Majesty for this proof of attention on your part. Her Majesty receives the portrait of the poor Indian chief, and will preserve it, not only for its merit and curiosity, but as a memorial of an accidental meeting between the ships of the nations, which her Majesty devoutly prays may ever continue, as they are, sisters, only rivals in mutual good offices and the arts of peace. I beg you to accept the assurances of the regard and respect with which I have the honor to remain,

"Your very obedient servant,

"HOWE

"To Capt. PERCIVAL,

"Command't of U. S. corvette Cyane"

*From the Boston Centinel.*

Extract from a letter received in this city from an officer of the U. S. ship North Carolina, dated

CALLAO, 5th Dec., 1838.

"We have received a paper called the 'Boston Times,' in which there is an article headed 'Discontent in the Navy,' the writer of which is of opinion that the fault lies partly with the Secretary of the Navy, partly with officers who have been too strict disciplinarians, and partly with the disaffected persons themselves. 'We have now before us,' he

says, 'a letter from a young officer on board the United States ship North Carolina, dated at Valparaiso, 26th January, 1835, which describes the state of things on board that ship in the worst possible light. If his account be correct, this ship is little else than a floating prison. When she left Hampton Roads, the officers and crew mustered 560 strong, but at the date of the letter 300 were all that remained, and these, the writer says, were the most worthless set of men that ever promenade a ship's deck.' The writer then takes up each officer, &c., &c., from all which, after making due allowances for the real or imaginary wrongs which the writer may have suffered, &c., 'we are under the impression that the management on board that ship is any thing but what it ought to be.'

"There can be no doubt that there is great discontent among the officers of the navy, and its cause, I think may be traced to the officers having too much pay when off duty; to the late Secretary not having sufficient energy to enforce his orders, and to a want of strict discipline, rather than to too much of it in the service; to which may be added the slowness of promotion. Had the plan recommended by the naval committee of the House of Representatives during the long session of 1836, been adopted, by which promotion would have been rendered more rapid and more certain, there would be much less discontent; and if officers ordered to vessels were not let off on the most frivolous pretences, and if the consequence of being let off were half pay until they were called for again, there would be no difficulty. We must come to this, or the service will go to the d—l, from post-captains to midshipmen.

"With regard to the letter from the young officer, (who, by the way, I suspect is no officer, but a landsman on board this ship, who is a great scamp,) I think the writer in the Boston Times would have shown more sense and judgment by keeping silence on the subject, for there is falsehood on the very face of it. Every one who has been on board a man-of-war, or who is acquainted with the character of sailors, must know that strict discipline is absolutely necessary; and where there is strict discipline either in a garrison or on board a ship, they may in some sort be compared to prisons.

"When we sailed from Hampton roads, we had on board 878 officers and men. Since this crew came on board in October, 1836, we have lost by death one officer and eighteen men, and twenty-one men have deserted. Our sick list is now twenty-eight, and I should think had averaged about that number, and we now number officers and men 837. As long as I have been in the service, with the exception of the crew of the —, during the war, I have never seen a more orderly, better disciplined, or more contented and happy set of men. Nearly one half of them stop their grog voluntarily, and they are as kindly treated as such men can be. With regard to our officers, we have less than half our complement, and most of them are very young. We have now been from home two years, and those who have wives and sweet-harts are getting home sick, but I hear of no more discontent than is usual on board a man of war. It is a forced and unnatural state of society, and where men are shut up so long together, they are apt to become like rats in a cage or trap.

"Commodore Ballard and Captain Selfridge are both gentlemanly and correct officers, and good disciplinarians, but not any too strict, and, as I think, gross injustice has been done to them. I will thank you to do what is necessary to counteract the very erroneous impression that would be produced, if the letter of the young officer and the comments of the Boston Times were to remain uncontradicted."

#### Correspondence of the Arkansas Gazette.

FORT GIBSON, January 30th, 1839.

DEAR COL: As you seem to take an interest in every thing pertaining to the army, and more particularly to the corps, that, for more than fifteen years has been upon your frontier, I give you this article. It may, at this time, interest your readers, or such of them who like to hear of our little army.

I have been here for some weeks, "a looker on in Venice," with but little business to occupy my time. An intercourse with the officers of this (7th) regiment has, to a great degree, prepossessed me in their favor; their hospitality and courteous deportment would win the esteem of a cynic. They have, for some time, been aware that so soon as the fourth regiment of infantry could reach this post, from their duties in removing the Cherokees from Georgia, that they were to make a campaign in Florida; and although they have precedent for anticipating fatiguing marches, hard fighting, and no glory, they will, with cheerfulness, take up the line of march.

I commenced this with the design of merely describing the reception of the commanding officer of this regiment, Lieut. Col. WHISTLER, who has been absent for some months on furlough; but I could not allude to the regiment without paying the slight tribute of an humble citizen's admiration of the sterling worth of its officers, and the *esprit du corps* of the private soldiers, as manifested in the prompt discharge of their duties, and of their excellent moral character.

About noon, yesterday, it was announced that Col. Whistler was approaching. The news flew like lightning through the barracks, and the men turned out to greet their officer at the gates of the fort. As his wagon drove up, they collected around it, and cheered. The Colonel then dismounted; he was received with enthusiastic bursts of cheering; every head was uncovered; they surrounded him, each one emulous in showing his joy at their officer's arrival; and last night they collected and proceeded with the band of music to serenade him. I believe he has taken every soldier by the hand.

It must have afforded the gallant old soldier great gratification to be thus received after a long absence. Napoleon, by many a bloody field, won the admiration of a people whose characteristic was enthusiasm, who were easily won by any thing dazzling or brilliant; but it must be substantial, real worth, that elicits it from the disciplined soldiers of our army.

They leave in a few days for Florida. L. W.

NATIONAL DEFENCE NECESSARY, AND THE MEANS.—Now that the people are not only *talking* about a war with Great Britain, but actually *thinking* of it, the inquiry may well be instituted, "what are our means, offensive and defensive, for carrying on a contest, in which the great object is to see which party can injure the other most effectually?" We have a few forts, the remnants of better days, and a few costly fortifications, the monuments of electioneering liberality, which, if properly manned and early admonished, might destroy one or two vessels of a fleet, and wound within reach of their guns. But the mode of offensive warfare is undergoing a change; it is not now the point of honor with an assailing squadron to stop at a fort to be assailed and try conclusions *there*; but now the assailants pass the forts and hindrances as they can, and if one avenue to a city is fortified and the other is not, no rule of chivalry is recognized to induce the fleet to take the former and avoid the latter; but it has now become a settled principle of invading warfare, that the *object* of attack shall be reached as early and as directly as possible—and, hence, Great Britain, France, and Russia have supplied themselves with squadrons of steam ships of war, by which the *immovable* fortifications and batteries, few and far between, along our coasts, can be avoided, and the cities and towns above

them, which they are intended to protect, can be reached as well as if the invaders were to drop down from a thunder cloud above. If it had not been for the ice, for which no thanks are to be tendered to Congress, the French steam ship of war *Veloce* would have disturbed the deliberations of Congress by her national salute, within cannon shot of the capitol; and every port in the Union, from New Orleans to Esposit, is in the most exposed situation. Last year, the steam power of Great Britain, France and Russia, was as follows :

Steam Govern- ment ships.	In com- mission.	Ordi- nary.	Build- ing.	Total.
England,	5	2	5	12
Out foreign stations,	13	-	-	13
Post Office packets,	28	-	-	28
				—
		Total,		53
Of which 12 are ships of war.				
France,	22	6	9	37
Russia,	8	-	-	8

The steam power of the United States is nothing, the *Fulton* being rather below zero. Now the  *wants* of the nation have been made known repeatedly. Several years since, the measure of providing steam batteries or steam ships, was urged upon the Government, but, alas! the whole business of the Executive seems to have been to feel, feel, feed itself and its supporters, perpetuate its dynasty, and die :

To draw nutrition, propagate, and rot.

When now several portions of the Union are pro-voking or inviting a war with the greatest maritime power in the world, why is not the Government preparing for defence at home and offence abroad, rather than living in the exact reverse? Will she allow a war to grow out of the Maine or Canada troubles, without the means of sustaining it? If so, some southern mail may hereafter bring us the news, that while Congress was deliberating on a sub-treasury bill, the Philistines came up the Potomac in their steam ships, carried off the executive and legislative authorities, and again destroyed the capitol.

We are not writing an article for party politics; it is commercial, economical, national, and the subject to which we refer concerns every citizen.—*United States Gazette*.

**THE NEW MILITIA BILL.**—The National *Ægis*, published at Worcester, Mass., contains among other legislative proceedings, the following sketch of the Militia bill, which is now before the Legislature of that Commonwealth :

"The report of the Commissioners to revise the militia laws of the Commonwealth, together with the opinion of the Justices of the Supreme Court on the power of exemption possessed by the State Legislature, and an act concerning the Militia, are now before the Legislature. It is important that the principles embodied in the latter should be maturely considered, and well understood, by those whose interests it will so much affect. We briefly noticed upon a former occasion some of its most important provisions. The following additional particulars are gathered from a more particular examination of the bill.

The large number of exemptions and the unjust impartiality of the distinctions between citizens and classes, was one of the greatest objections to the old law. It is now proposed to exempt only justices of the Supreme judicial court, and court of common pleas, judges of the municipal court and of probate, the clerks of the courts, registers of deeds and of probate, sheriffs, officers who have held commissions five years or who have been superseded and discharged, ministers of the gospel, officers and assistants employed in the public hospitals in Boston, Charlestown, and Worcester, and in the State Prison. Members of the religious denomination of shakers and quakers are to be exempted, upon producing certificates

of their religious scruples against bearing arms. The propriety of extending indulgence to this class of persons was doubted by the commissioners. They could not entirely reconcile their entire immunity with the principle laid down in the Bill of Rights, that every individual is bound to contribute his share to the expense of protection, in the enjoyment of life, liberty and property, by his personal service, or an equivalent when necessary. They found that they do not enjoy such immunity in the other States of the Union, and were finally influenced, they say, more by a regard to what is due to long accustomed privilege than by any conviction of its original justice or propriety. It is difficult to reconcile with the constitution which guarantees to the members of all religious denominations, the equal protection of the law, the provision of a law which discharges a large portion of the citizens, on account of their religion, from the duty of upholding the institutions under which they live, and which protect them in the enjoyment of life and property.

The volunteer companies in each brigade, whenever they exist in sufficient numbers, and are conveniently located, may be organized into separate regiments or battalions. Where such organization would be inconvenient or inexpedient, they will be attached to the regiments of infantry.

The term of enlistment to the members of the volunteer companies is changed from seven to five years.

Judge Advocates are to be appointed in each brigade, who are to have the exclusive original jurisdiction of all prosecutions for neglect of military duty, now cognizable by justices of the peace.

The proposed law is, perhaps, as perfect as under the circumstances can be expected; and with the single exception of the immunity granted to members of certain religious denominations, and this will be a recommendation with many, is free from all the objections urged against former systems. We reiterate the expression of belief that it will be entirely satisfactory to most of those who will be subject to its provisions, and who are not opposed to the whole institution."

**AN ELEMENTARY TREATISE ON OPTICS, DESIGNED FOR THE USE OF THE CADETS OF THE U. S. MILITARY ACADEMY.** By W. H. C. BARTLETT, A. M., Professor of Natural and Experimental Philosophy in the Academy. New York: Wiley & Putnam.—The object of this work appears to be to give a complete exhibition to that branch of the subject called *Formal Optics*, setting forth the laws which are obeyed in the well established phenomena of the science, without entering into any discussion of the theories by which they are explained. A treatise of this kind has been long wanted, as we believe that neither in England nor in France is there any similar work in existence, holding a proper medium between an unsatisfactory popular explanation, and those voluminous disquisitions, which, blending together both *Formal* and *Physical Optics*, enter into the theory of Optics, at the same time that they explain the facts and rigid principles of the science. It appears to us that the above work has admirably succeeded in accomplishing this object, and has thus supplied a desideratum, which scientific men and those engaged in instruction will fully appreciate. In the whole work the most thorough and rigid modes of investigation prevail. The style is clear, concise, and satisfactory, and the order of arrangement is excellent. It appears to aim at singular unity of design, which is well carried out in the execution.

To perform such a task well, the writer was no doubt obliged to examine with great care many extended treatises, and carefully to separate the hypothetical from the true. The analytical methods of investigation which he has adopted are generally elegant, and neatly stated.

But a very few years have elapsed since many very important discoveries have been made in this beautiful science. Its elements have been constantly accumulating, without being grouped or classified into a satisfactory system. A work by Coddington appears to have approached nearer to effecting that object than any which has been published in England or France, though incomplete and unsatisfactory on some points. It is gratifying to find that it has been so well accomplished on this side of the Atlantic. The system and arrangement is such, that we think we are justified in saying that the author has executed far more than the task of a barren compilation, though the preface modestly refers to several distinguished writers as furnishing the materials for the work.

The treatise not only elucidates all the important principles upon which optical instruments are constructed, but it also gives a clear and complete description of the most important of those instruments. Those useful and highly curious instruments, the micrometer and dynameter, are well explained.

Though it is certain that one cannot by any means understand the progress which has been made in the investigation of the subtle agent of light, without studying the profound disquisitions of the Undulatory Theory with which modern science is enriched; still many think that the object of a text-book is best accomplished by not entangling elementary principles and well ascertained phenomena with such speculations. The author of the work before us has succeeded in a remarkable degree, in rigidly excluding every thing connected with the occult question of the nature of light; still we are much inclined to think that a complete and well settled theory might assist the learner in grasping and systemizing his knowledge of the subject. — *New York American*.

**"VOYAGES OF THE MORRISON AND HIMMELAH."**—We have quoted the lettering on the outside of two as beautifully executed volumes as have of late emanated from the New York press. The object of these volumes though from different pens, appears to be the same, and is thus expressed in the general title-page, viz: "*The claims of Japan and Malaya upon Amsterdarn, exhibited in notes of voyages made in 1837 from Canton, in the ship Morrison and brig Himmelah, under the direction of the owners.*" The first volume is from the pen of C. W. KING, and is entitled "*notes of the voyage of the Morrison from Canton to Japan.*" Nearly one half of the first volume is occupied with an "introduction," the object of which seems to be that of setting forth the prominent facts, in the intercourse which once subsisted between western nations and the Japanese empire. This memoranda, it may be inferred, has been prefixed from the rare works of Charlevoix, Kaempfer, Titsingh, Raffles, Krusenstern, and others. It gives, under distinct heads, a comprehensive view of the commercial intercourse, 1st of the Portuguese and Spanish, 2d of the Dutch, 3d of the British, 4th of the Russians, and embodies under these heads many interesting facts which are new to us, and will, we think, prove so to the readers of this volume. The remainder of the volume describes the author's voyage to, and stay at Napakiang—transactions in the bay of Jeddo—voyage to and transactions in the bay of Cagosima—return to China—inferences from the voyage, with some interesting nautical memoranda and tables. The second volume, "*notes made during the voyage of the Himmelah in the Maylayan Archipelago,*" is from the pen of G. T. LACY, naturalist in Beechey's expedition, and now agent for the British and Foreign Bible Society for eastern Asia. The plan of this voyage it would seem was drawn out, and the costs of the expedition sustained by the owners of the American brig Himmelah, and its object to ascertain whether any openings could be discovered for missionary effort, to set on foot some kind of com-

mercial understanding with Borneo Proper, and at the same time gather as much information of a religious, moral, and scientific nature as possible, with the view of calling the attention of Christians on both sides of the Atlantic to this portion of the globe. With the missionary cause as the ostensible object in view, the author has besides bestowed considerable attention upon national researches, and the result of his efforts is the production of a volume, embracing a mass of information relative to a portion of the globe, of which comparatively little is known, that can scarcely fail of proving highly interesting to the general reader. The volumes are creditable to the taste and liberality of the enterprising publisher, E. French, of 146 Nassau street. They are illustrated with several neat, and we presume, correct, maps of the places visited. — *N. Y. Gazette*.

Lieutenant JOSIAH STURGIS has been promoted to a captaincy in the revenue service, and appointed to the command of the Cutter Hamilton, on the Boston Station. This promotion will give great satisfaction to his numerous friends in that city, and at other stations where he has sailed. He has been acting captain of the Hamilton for some time, but there being older lieutenants in the service, has prevented his earlier promotion. As an officer and seaman he has no superior. The alacrity with which he has hastened in the hour of need to the rescue of perilled property and life, has been gratefully acknowledged by those who have been benefited by his exertions, and his uniring zeal for the promotion of the interests of the mercantile community is only equalled by his vigilance and fidelity to the department by which he is employed. — *Providence Jour*.

The Providence Journal is right in its praise of Capt. Sturgis. He is what sailors call "a whole soul fellow." He makes no pretensions to drawing room graces, but goes "right ahead," minding his own business, and letting the business of other people alone. He has done more for the mercantile interest than either of his predecessors for many years. He is an excellent seaman, and would rather work than play at any time, "blow high or blow low." We are right glad that he is promoted to a captaincy, and all the harm we wish him is, that there was a commodore's grade in the revenue service. — *Boston Transcript*.

CAPT. STURGIS.—It always affords us pleasure to hear of the prosperity and happiness of this gentleman. We have known and enjoyed his acquaintance for a number of years, and therefore must be permitted to know something of his progress in life during the period of our acquaintance.

In the year 1809, he sailed from Boston, as a boy, with Capt. James Percival, whose vessel was run into by the British sloop of war *Atalanta* at midnight, off the Western Islands, and the vessel sunk without saving any thing excepting what he had on his back. He was kept on board the *Atalanta* a short time, and then released in Bermuda. After his return to Boston he shipped in the employ of Messrs. James and Thomas H. Perkins, as a boy, and continued in their employ until raised to command. He was eleven years in the ship *Levant*. He sailed as a boy in the *Levant*, and finally commanded that ship in Canton; and after making several Canton voyages, and round the world, was obliged, from ill health, to abandon long voyages. He was offered the command of the brig *Clio*, by Admiral Sir I. Coffin. He was obliged to quit the sea finally, and through strong testimonials was appointed a first lieutenant in the revenue cutter service in 1832. He was ordered to Charleston, S. C., on the breaking out of Nullification, and after that affair, he was ordered, as first lieutenant, to New Bedford, and remained there nearly five years, and most all the time in command. In May, he was ordered here as first lieutenant. He has been recently promoted to the captaincy of the U. S. re-

venue enter Hamilton, and if we had the power of promotion, he should have a frigate of the largest class in the service. He has talent, and deserves promotion. As an officer and seaman he has no superior.—*Boston Evening Gazette*.

**ENCOURAGING ANECDOTE.**—The illustrious Admiral Jervis, the hero of St. Vincent, who rose to the first rank in the British navy, and to the peerage, as Earl of St. Vincent, has left on record, under his own hand, a lesson full of instruction and promise for the young shipman, or any other youth of limited pecuniary means, and of honorable ambition. His father, he writes, set him afloat in the navy, with an outfit of 20 pounds, a laced hat, a sword, and a coat which fitted him like a sack, being made large, for him to grow up to it. The 20 pounds being expended, he contracted a debt for 20 more, for which he drew upon his father, and the draft was dishonored. Whereupon the young hero left his mess; drew his rations with the common sailors; made his second pair of trowsers with his own hands, out of the ticking of his hammock; and "ever since then," he said, with emphasis, "I never lived beyond my means." He never afterwards could tolerate an officer's getting in debt, saying they had much better live on rations.—*Charleston, S. C., Mercury*.

**FIRE AT JEFFERSON BARRACKS.**—We are sorry to hear of the destruction, by fire, of the private residence of Capt. George H. Kennerly, at Jefferson Barracks. The fire broke out yesterday morning about 4 o'clock, and every thing in the building was consumed. Loss about \$3,000.—*St. Louis Republican*, Feb. 17.

### ORIGINAL POETRY.

#### THE SCARCE FORGOTTEN.

BY LIEUT. G. W. PATTEN, U. S. ARMY.

They met, while thro' the chamber  
Full floated music rare;  
The self-same charm was on her cheek  
As oft had linger'd there.  
Gladness was in her glances,  
Softness was in her tone;  
And yet her image from his breast  
With all its light had gone.  
Her burning glance was on him,  
Yet passed he idly by;  
The rose had changed not on his cheek,  
Beneath her conscious eye.  
Still an early dream came o'er him,  
Of mingled love and pride;  
He saw the idol of his youth;  
And he saw another's bride.  
The whirling dance wove mazes,  
Wherein her feet kept time;  
Her sailing step went down the hall,  
To the sound of the measured chime.  
But he heeded not her motions,  
And he never praised nor blamed,  
Pray, what had his weak words to do,  
With what another claimed?  
They met—as meets the stranger,  
Without a smile or frown;  
Yet dimly shining thro' the past,  
Did memory's star look down.  
While softly syren fingers,  
Touched a forgotten string;  
Why strive ye with your spectre strain,  
To raise a vanished thing;  
Love's cloud which so did lower,  
When its lightning pierced his breast.  
Like wanton waves when winds go down,  
Hath melted long to rest,  
And the mystic thought which bound him  
Strong as a mortal tie,  
Slow fading thro' the mist of years,  
At length hath floated by.

INTERIOR OF THE OKEFENOKEE, GA., }  
December 20, 1838. }

### STANZAS.

BY LIEUT. G. W. PATTEN, U. S. A.

Written on Trembling island, in the Okefenokee swamp on the first evening that it was ever pressed by the foot of a white man.

Pale eve, on wing of starlight rays,  
Flits o'er the hostile glen,  
Too broadly glances our watch-fire blaze,  
Rouse up, my weary men.  
Yon flame, like love, tho' seeming bright,  
Betrays us with its charms,  
The archer aims beneath its light,  
To arms—my boys, to arms!

He comes, as comes the summer's breath,  
As stealthily comes the doe;  
Draw out the sabre from its sheath,  
And wait the wary foe.  
Think not your couch, like woman's bed,  
Is rife with soft alarms;  
The yell of blood ye hear instead;  
To arms—my boys, to arms!

Rouse up, and let no coward fear  
Arraign your bearing high;  
Fond Pity sheds her choicest tear,  
To see a soldier die.  
And when the life-flame burneth dim,  
Within the breast it warms,  
'Tis glory twines a wreath for him;  
To arms—my boys, to arms!

### SELECTED POETRY.

TRANSCRIBED FOR THE ARMY AND NAVY CHRONICLE.  
From the *New York Daily Advertiser* of Nov. 14, 1878.

#### AN ELEGY, ON LIEUT. J. W. DE HART.

Volunteer Aide-de-Camp to General Wayne.  
[This young warrior was killed in the attack on the block house near Fort Lee, 1781.]

WRITTEN BY COL. HUMPHREYS,  
Late Aid-de-Camp to General Washington.

When autumn all humid and drear,  
With darkness and storms in his train,  
Announcing the death of the year,  
Despoiled of its verdure the plain;  
When honor congenial prevail'd,  
Where graves are with fearfulness trod,  
De Hart by his sister was wail'd,  
His sister thus sigh'd o'er his sod:  
"Near Hudson, a fort on these banks,  
His flag of defiance unfurled;  
He led to the storm the first ranks;  
On them iron tempests were hurl'd,  
Transpierced was his breast with a ball—  
His breast a red fountain supplied,  
Which, gushing in waves still and small,  
Distained his white bosom and side.  
His visage was ghastly in death,  
His hair, that so lavishly curl'd,  
I saw, as he lay on the heath,  
In blood, and with dew drops impearl'd.  
How dumb is the tongue that could speak  
What'er could engage and delight,  
How faded the rose on his cheek!  
Those eyes, how enveloped in night!  
Those eyes that illumined each soul,  
All darkened to us are now grown;  
In far other orbits they roll,  
Like stars to new systems when gone.  
My brother! the pride of the plain,  
In vain did the graces adorn;  
His blossom unfolded in vain,  
To die like the blossom of morn.  
Oh war! thou hast wasted our clime,  
And tortured my bosom with sighs;  
My brother who fell ere his prime,  
For ever in torn from mine eyes—  
To me how distracting the storm,  
That blasted the youth in his bloom;  
Alas! was so finished a form  
Designed for so early a tomb.  
How bright were the prospects that shone—  
Their ruin 'tis mine to deplore—  
Health, beauty, and youth were his own,  
Health, beauty, and youth are no more.



Thrice six times the spring had renewed  
 Its youth and its charms for the boy;  
 With rapture all nature he view'd,  
 For nature he knew to enjoy.  
 But chiefly his country would charm,  
 He felt 'twas a generous heat—  
 With drums and the trumpet's alarm  
 His pulses in consonance beat.  
 Ye heroes, to whom he was dear,  
 Come weep o'er this sorrowful urn;  
 Come ease the full heart with a tear,  
 My hero will never return.  
 He died in the dawn of applause,  
 His country demanded his death;  
 Go, heroes, defend the same cause,  
 Avenge, with your country, his death."

So sang on the top of the rocks,  
 The virgin in sorrow more fair;  
 In tears her blue eyes—and her locks  
 Of auburn flew loose on the air.  
 I heard as I passed down the stream,  
 The guards of the foe were in view—  
 To enterprise fired by the theme,  
 I bade the sweet mourner adieu.

The following lines, which disclose their subject in the beginning, were handed us yesterday morning by the Rev. Walter Colton, of the U. S. navy. That officer, much as he has produced that is good, has never excelled this effusion. It is touching—it is beautiful.

*For the Philadelphia Gazette.*

#### STANZAS:

*Suggested by a recent instance of suicide, resulting from the despair of disappointed affection.*

No tears regret may shed for thee  
 Can now avail to save;  
 No smiles, that love may now decree,  
 Can light thy lowly grave;  
 All dark the deed that drained the bowl,  
 And freed from earthly ill the soul—  
 Uncalled by him who gave!  
 Yet blighted hopes and passion plead;  
 And erring pity veils the deed!

What now to thee that envied hearth,  
 That sweet surviving thrall?  
 Alike the voice of wail or mirth,  
 Where d-ath's dim shadows fall;  
 The all, which love could once repay,  
 With thy own heart hath passed away;  
 Nor may it now recall  
 More than a faint and fitful beam,  
 To light thee back in mem'ry's dream.

But they, who never lov'd as thou,  
 May doubt, in their dismay,  
 If reason, on thy burning row,  
 Poured its diviner ray:  
 They only know that feeble flame,  
 Which most may quench and all may tame,  
 In their less-sensate clay;  
 And deem the heart may calmly bear  
 The frenzied grief of love's despair.

There is in ruined hopes a leaf,  
 By others all unread,  
 Portrayed in characters of grief,  
 That paint the early dead.  
 Dim words, that with a prophet tone,  
 O'er all, where light and love have shone,  
 Their sable shadows spread;  
 And such to thee the future rose,  
 When crime escaped its omen'd woes.

What passed with thy departing breath,  
 In shape of harried prayer,  
 Unknown to those, who watched till death  
 Had left its stillness there;  
 It may have been a pleading tone,  
 That winged its way to Mercy's throne—  
 Unquenched by guilt's despair—  
 And won, with its availing tears,  
 The meed of long repentant years.

W. C., U. S. Navy.

PHILADELPHIA, Feb. 22.

WASHINGTON CITY;  
 THURSDAY, ..... MARCH 7, 1839.

It is a prevalent opinion among military and naval men, that rewards for good conduct, or for long and faithful services, are among the strongest incentives that can be offered, either to good men to enlist, or to remain in service after the expiration of their first term. Persons who hold these opinions act only upon a knowledge of human nature, which is similar in its general leading characteristics all the world over.

Military men will tell you that an old soldier is worth two recruits; and naval men know that an "old salt" is of more use in a gale at sea than a dozen greenhorns; but the unexampled growth of our young country, where men are more wanted than material, holds out to men of intelligence and enterprise prospects too flattering to keep them always in a subordinate sphere. That equality which all feel, and which the laws and the constitution recognize—the eligibility to offices of honor and emolument, which all can aspire to—teaches young men of spirit, that they are not to be perpetually tied down to the drudgery of inferior stations.

The parsimony of our Government (*economy* is another term) which looks at the cheapness of things rather than the quality, distrusts the granting too much to the discretion of its agents. Power, vesting in and emanating from the people, is to be exercised with safety only by the people's representatives; and these being a numerous body are acted upon with more difficulty than individuals. So many conflicting interests must be reconciled, before a measure is deemed of sufficient general importance to become a law, that justice is often tardy, and rewards scarcely ever meted. Hence it is that Republics are sometimes called ungrateful. It is not because the people composing a republic have less appreciation of real merit, or are indifferent to gallant actions. But the Government is slow to recompense, where so many have the privilege to approve or disapprove.

A monarch, who possesses power over the purse and the sword, may have his sympathies enlisted in favor of some act of heroism, and order a suitable reward to be given instantly. He fears no superior power, who may approve or disapprove his act. True, he may bestow his smiles upon his favorites or upon the unworthy.

We have been led to these reflections by a perusal of the following paragraph, copied from the London United Service Gazette of the 24 Feb:

On Wednesday the Royal Marines were formed into a hollow square on the parade in front of Chatham barracks. The commandant, Colonel Lawrence, having called forward Sergeant Robert Drake to the centre of the square, directed the adjutant to read the clause of the Mutiny Act which relates to rewards, and to good and bad conduct of soldiers. The gallant officer then proceeded to read a letter from the Deputy-Adjutant General of the Royal Marines, stating that the Lords of the admiralty had been pleased to award a silver medal, and a gratuity of 15*l.* to Sergeant Drake for long service and good conduct.

We cannot but think that a small sum might safely be placed at the discretion of the Executive, to be employed in rewarding good conduct and faithful services in non-commissioned officers and soldiers, and petty officers and seamen.

**OREGON TERRITORY.**—On the 4th January last, Mr. Cushing, from the Committee on Foreign Relations, submitted to the House of Representatives a Report, in part, in relation to the territory of the United States beyond the Rocky Mountains. This Report displays much research, and enters into a history of the discovery of the Columbia river, the conflicting claims to the adjacent territory, and quotes the recommendations of Presidents Monroe and Adams, for the establishment of a military post at the mouth of the Columbia. It concludes with a Bill, authorizing the President to employ such portions of the army and navy as he may deem necessary for the protection of the persons and property of such citizens of the United States as may reside in the territory of Oregon, or as are employed in commerce on the Columbia river, its tributaries, and on its marine coast. The second section provides for the appropriation of a sum of money (blank not filled) to carry into effect the first section.

For want of time, this bill was not taken up, but the day is not distant when the question of protection to settlers of that now remote and uncultivated territory, will force itself upon the attention of Congress. The tide of emigration will be in advance of legislation, as the spirit of commercial enterprise has hitherto anticipated national or government expeditions, by discovering for itself new countries and new markets.

For years past has this measure been urged upon the attention of Congress; and yet, to the shame of that body be it spoken, to this day has no answer been made to the call. It may be of some interest to freshen the memories our readers and the public with the recollection of what has been heretofore done—or recommended to be done; and in our columns of to-day will be found a Report of a committee of Congress, presented nearly fifteen years ago. This Report is very short, and the committee adopt, as a part of it, a letter from Quartermaster General Jessup, giving his views of the measures necessary to be pursued. In a military point of view, this is as much as the army and navy are particularly concerned in.

The French steam frigate *Veloce* arrived at New York on Tuesday, 26th ult., and would remain a few days prior to her departure for Brest. The object of her visit is not stated—whether to gratify the curiosity of the citizens of the commercial emporium, or to obtain repairs or articles which could not be had in Baltimore.

The proceedings of Congress, as a matter of record, will be prepared and published as early as practicable.

At the latest dates from the northeastern frontier, all was quiet; no overt act of hostility had been committed on either side, and the prospect of a speedy restoration to harmony was favorable.

Commodore DAVID PORTER has been appointed Minister Resident at Constantinople.

#### PROMOTIONS AND APPOINTMENTS,

IN THE NAVY AND MARINE CORPS,

*By and with the advice and consent of the Senate.*

##### NAVY.

###### Commanders to be Captains.

Robert F. Stockton,	8 Dec. 1838
Isaac McKeever,	8 Dec. 1838
John P. Zantinger,	22 Dec. 1838
William D. Salter,	3 Mar. 1839

###### Lieutenants to be Commanders.

Lewis E. Simonds,	22 Dec. 1838
John M. Dale,	12 Feb. 1839

###### Passed Midshipmen to be Lieutenants.

John Weems,	22 Dec. 1838
Charles S. Ridgely,	22 Dec. 1838
Robert E. Johnson,	12 Feb. 1839

###### To be a Purser.

Hugh W. Greene,	28 Feb. 1839
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##### MARINE CORPS.

Richard Douglas, to be Captain, 24 Feb., 1839, *vice* McCawley, deceased.

B. E. Brooke, to be First Lieutenant, 7 Feb., 1839, *vice* McLean, resigned.

Jabez C. Rich, to be First Lieutenant, 24 Feb., 1839, *vice* Douglas, promoted.

###### To be Second Lieutenants.

William B. Slack,	28 Jan. 1839
William L. Shuttleworth,	28 Feb. 1839
James Maguire,	28 Feb. 1839
Robert D. Taylor,	2 Mar. 1839

#### ARRIVALS AT WASHINGTON.

Feb. 26.—Capt. J. Brown, 6th infantry, Georgetown.  
28.—Capt. J. R. Irwin, A. Q. M., Fuller's.  
Mar. 6.—Lt. A. A. Humphreys, Top. Engrs. Georgetown.  
Captain D. Geisinger, navy, Gadsby's.

#### LETTERS ADVERTISED.

WASHINGTON, March 1, 1839.

ARMY.—Captain B. L. Beall 4, Colonel W. S. Harney, Major J. L. Smith, Col. S. Thayer, Capt. C. A. Waite, Capt. W. G. Williams.

NAVY.—Commo. J. D. Elliott 4, Lieut. J. P. Gillis, Lieut. W. M. Glendy, Lieut. T. J. Manning, Lt. C. H. McBlair, Lieut. J. S. Paine, Lieut. L. M. Powell, Wm. Ronckendorff, Capt. G. W. Storer.

NORFOLK, March 1, 1839.

NAVY.—Captains Paine, D. Turner 7, F. Forrest; Lieutenants J. T. Gerry, G. Ashton, S. E. Munn 2, W. D. Porter; Drs. G. W. Peete, T. Dillard 2, D. Egbert, R. M. Leacock, McLeod; Prof. M. Yarnall; Comm'r brig Porpoise; Pursers H. Etting, N. Wilson 2; Midshipmen W. E. Muse, W. H. Adams, L. Stoddard, H. C. Flagg, G. R. Gray, W. Bartlett, C. E. Flemming, J. S. Maury, ——— Wilson, C. Saunders, W. Ronckendorff.

MARINE CORPS.—Captain John Harris.

#### PASSENGERS.

SAVANNAH, Feb. 24, per steamboat Florida, from St. Augustine, Lieuts. R. McLane, H. W. Benham, and T. Casey, of the army.

OFFICIAL ARMY REGISTER, 1839.—Just published and for sale at this office. Price 50 cents. March 7.

## COMMUNICATIONS.

## FLORIDA CAMPAIGN—1837.

*Extract from the private journal of a late field officer.*

January 27, 1837.—We marched early this morning, and after proceeding about 5 miles, began to take cattle, and by the close of the day had secured nearly 300 head; we also took 300 Indian ponies, some of which were loaded with dried beef, and the koun-tee root, which the Seminoles use for bread, in place of the corn which they used to raise in times of peace; this is sometimes also called the cherry-briar root.

Our advance was engaged with a party of Indians and negroes; and sergeant Madison, an orderly of Gen. Jesup, was sent to give information to the main body; he took a wrong trail, and was killed, three balls having passed through his breast. In the pursuit two marines were killed and three wounded, though it is not known that more than one negro woman was killed, belonging to the enemy; about twenty women and children were taken, the greater part of whom were negroes. Our Creek Indians became alarmed, and we had difficulty to command their services.

On the first news of the advance being attacked, I was ordered to move forward and support it, with the 6th infantry, and started in an instant, at double quick; marching about six miles in an hour and a quarter, and when we came up to where the enemy had been found, I was again ordered to advance and support Major Graham and the Indians, who were a short distance in advance; and after marching at a rapid rate for two miles further, I was ordered to charge on the cabbage-tree hammock, where the Indians were supposed to be; but though we went through, they had abandoned the ground, and retired further, to where the village was subsequently found very recently abandoned, leaving every thing standing in its place.

In passing through the hammock we had the greatest difficulty, as the water was in many places three feet deep, and the briars were like ropes and cords about our feet. Night closed in upon us, and we brought in the murdered body of sergeant Madison. We arrived in camp about three hours after dark. The Indians had stripped the body, but did not take his scalp.

When we commenced our advance, I rode along the line, and told the men to be cool and deliberate, if they came into action, and not to lose a shot; to advance to the charge with *trailed arms* and muskets loaded, and not to fire until they faced the enemy, and then to shoot him about the centre of the body. I also told them to "*remember the regiment*;" and I had no cause to complain. The regiment moved in gallant style, and, had they found the enemy, would have gained reputation.

Jan. 23.—We are remaining in camp this morning, refreshing our men from the abundance of fresh beef we had taken, and which proved very acceptable, as the troops were put on half rations of bacon and bread.

It is supposed that the Seminoles, at the commencement of hostilities, drove away from the settlements many thousand head of cattle, into the interior of their own country, thus providing a commissariat, to furnish them with food, as cattle find a good grazing all the year in Florida. The Seminoles have the most certain subsistence from this source of supply, of which we captured to-day about 200 head more, which gives us a large quantity.

Yesterday we passed over a large glade, having the palmetto, or cabbage tree, scattered here and there, making a very singular and picturesque appearance; and near by we came to a hammock, composed principally of the same tree, which was as singular in appearance as the glade. About 11 A. M., we left our camp, and after marching a few

miles, we came out on the *To-hap-to-la-ga* lake, which is about one hundred miles long, and four to ten broad, and presents a beautiful appearance. It abounds with fish. We found a deep trail on the border of this lake, and numerous other trails leading from it into the interior of the country, which is continually interspersed with glades, hammocks, and pine barrens. Here the bald-headed eagle hovered over our column, and we saw a few geese and white cranes; passed several lodges that had formerly been occupied by the Indians, and a number of log cabins, built on piles of from three to five feet above the ground, but all deserted; in rear of one of the latter was an old clearing, bearing the marks of good cultivation, and containing several good sized orange trees. The weather being rainy, we marched 12 miles, and encamped on the border of the lake.

One of the black prisoners, named *Ben*, who is a slave of *Micanopy*, stated that *Juniper* and *Abraham* were in the neighborhood, and would come in if they were sure of their lives. This induced Gen. Jesup to send *Ben*, with a promise of peace and safety for any that would come to our camp to negotiate for peace. The General kept the wife and five children of *Ben*, as hostages for his safe return, promising him his freedom in case of success. Whether *Ben* returns or not, is yet to be seen, and if willing, he may not be permitted; this has caused his wife to be much distressed.

On the head waters of this lake is said to be one of the towns of *King Philip*, situated on an island about a mile from the main land.

February 17.—The hostile chief, *Cloud*, has long commanded the war party in the neighborhood of the *Waa-hoo* and the *Withlacoochee*, and has been aided by *Osceola* and the *Mick-a-su-kies*, and other scattering desperadoes from all directions, who have attached themselves to the desperate fortunes of these men; both of these Indians have declared their determination to die on the soil that has for centuries furnished places of sepulture for the bones of their fathers; and where every hill and valley bears upon its breast the recollections of childhood and the attachments of early life; where their first-born has been nourished, and where the wives of their youth have followed them through all the windings of the dark forest; taking their evening meal on a beautiful glade, or beneath the spreading branches of nature's canopy; collecting food from the shores of the great deep, and retiring into the impenetrable recesses of the hammocks and glades. So they say they have lived—and so they say they will die.

From the best information that can be obtained, it would appear that the force of the Indians in Florida amounts to about 1,450 warriors and 250 negroes; one hundred of the latter are Indian slaves, and the one hundred and fifty are runaways. *Mi-can-opy* and *Juniper* are said to have about 180 warriors; *Yo-hou-tu-che*, or *Cloud*, and *Alligator* 50; *Emathla*, or *King Philip*, 100; *San Jones*, or *A-pi-aka*, the *Mick-asukie* chief, (*to look back*.) 200; *Ma-co-che-a-lah*, 100; *Na-path-ba-co*, or *Great Fat Chief*, 120.

*Pith-ba-ha-la*, or *Ferry Master* in *Pease creek*, 100. *Ho-la-tou-chee*, or *Davy*, near *Charlotte's Harbor*, 100.

*Tat-lo-Emathla*, or *Fish Chief*, 50.

*He-ne-ha-Esmi-doon*, living at the head of *Pease creek*, 80.

*Tal-se-tus-te-nuggee*, or *Town Officer*, 40.

*Qch-la-ha-mi-co* and *Black Dirt*, 40.

*Ho-la-la-mi-co* and his brother *Hath-la-po* *Ho-jin*, reside on *Pease creek*, and the latter is termed "The all-conquering Warrior," 20.

*Ko-ha-jo*, or *Crazy Wild Cat*, lives near the *Capes* of Florida, and *Hasgo-Es-sa-Emathla*, living on the islands near the sea coast, 40.

*Ya-ha-Emathla*, or *Dog King*, 40—making a total of about 1,700 fighting men, that can be brought into the field.

'The Cloud' is of middle stature, rather stout built, and appears to be about 50 years old; he has nothing particular in his appearance. Holatouchee is as fine a looking Indian warrior as I have ever seen; he is about six feet one inch in height, straight as an arrow; has an eye like the eagle when watching her young, is strongly made, without approaching to corpulence, and has an air of defiance and command that is rarely to be met with, even in a son of the glades. I should consider him as one of those desperate spirits, whom adversity alone can subdue.

One of the largest rattlesnakes I have ever seen was killed on the border of our camp, and measured six feet eight inches in length; it was thick as a man's leg, and had a full grown rabbit in its belly; and had on one side of its jaw an additional tusk."

March 8.—"This morning was ushered in by the roll of the muffled drum and the swelling notes of the funeral hymn; and as my steps were directed to the place from which they came, I learnt that the father of John-a-poney was following to the grave his eldest son, one of our young Creek warriors. This young man was just arriving at the period of manhood, and had given fair promise to his parent of future respectability among his nation, for he now enjoyed a consideration seldom attained by any one so young. He was buried according to our forms, and had a captain's escort. His father, his sister, and his relatives followed as mourners.

"The General and many officers of the army attended, as well as about 500 Indians and 100 spectators. After our forms had been concluded, and when the body was ready to be covered in the grave, the old chief advanced, and with much feeling, deposited at the head of the coffin, his son's great coat, his blanket, a sack of provisions, and a belt of wampum, to be used by the dead in his passage to the land where his fathers had gone before him, and where he expected to find all the reward of the warrior: with shady woods and glades filled with game; clear and beautiful streams of water, abounding in fish, and an eternal sunshine with a cloudless sky.

"The father and the sister had their heads covered with a black cloth, to hide their emotions, and appeared much affected; the former showed that of the heart of the parent, but the war-chief endeavored to hide his tears."

#### FLORIDA WAR.

TAMPA BAY, Feb. 13, 1839.

SIR: In a day or two the Exploring Expedition sails hence to the Pai-hi-okea or Grassy Water. General Taylor has not been idle since the command of the troops in Florida was intrusted to him. He has established one important fact, that to run after the Indians with the view to capture or give them battle is useless and absurd. He has been alone, or attended only by his personal staff, through the most dangerous portions of the territory; he has sought for the Indians in all places, with parties of men from ten to ten hundred, and has never been able to bring the hostiles to action since the memorable affair of the Okeechobee, where they challenged him to the field. He, in common with every officer in the country, is satisfied that any further attempts to meet the enemy will result only in loss of time, health and means. The only object to be accomplished, therefore, is the protection of the people of Florida. This can be done only by a military occupation of the Indian nation or between the Georgia line and the road from Tampa to Fort King. The security of the inhabitants, so as to allow them to cultivate their lands, should be, under the circumstances, the only object in view. Notwithstanding the correctness of this opinion and belief, the General continues his active operations, hoping the enemy may be met by some portion of the army. As above stated, in a day or two a command leaves this place for the Everglades, which it will enter through Long creek and Galli-

van's bay. The Indians, or a portion of them, are reported to be on the Pine islands, nearly in the centre of the Grassy lake. General Taylor and his staff will accompany the command. Col. Davenport, with his regiment, is on the Colousoahatchee, and will move as far towards these islands on the north as he can on land. A command will also move from New river and the head waters of the Miami towards the islands, so that very little prospect of their escape is anticipated. However, if nothing else is established, this movement will show that General Taylor has neither spared himself or the troops under his command, in an honest discharge of his duty to the country. R.

#### DOMESTIC INTELLIGENCE.

From the Savannah Georgian, Feb. 26.

##### FLORIDA WAR.

By the steamer Charleston, Captain Hubbard, arrived yesterday from Garey's Ferry, the editor of the Georgian has received from his correspondent the information that Col. Fanning has removed to Pilatka, where he now holds his head quarters. Capt. Morris, 4th artillery, with two companies, has gone to establish a post nine miles from Micanopy on the Fort King road. Gen. Taylor has abandoned the expedition to the south, and Major Churchill's command is recalled from the eastern coast.

We yesterday omitted, for the want of room, to acknowledge the receipt, by the steamer Florida, Capt. Nock, of a St. Augustine Herald of Thursday last. We extract the following:

St. AUGUSTINE, Feb. 21.—We regret to learn that the steamboat Florida will discontinue her trips to this port hereafter. She will, however, run weekly between Savannah and Picolata, whence a stage, we understand, will depart immediately on the arrival of the boat for this place.

We understand that the expedition of Major Churchill to the everglades has been countermanded, and that orders have been issued for his recall. It is contemplated forthwith to establish a line of posts 12 miles apart from Fort Mellon to Tampa.

A report is in circulation that a number of men have been wounded by Indians near the Tuscawilla Lake, during last week. We have not ascertained the source whence it emanates.

DISPOSITION OF TROOPS ON SEA BOARD.—Major Churchill, commanding; Lieut. Ridgely, Adjutant; Lieut. Tompkins, A. T. Engineer; Lieut. Taylor; Lieut. Jennings, 3d arty.; Capt. Russell, Lt. Woodruff, 2d infantry, are to reinforce Forts Lauderdale, Pierce, and Key Biscayne.

ARMY ORDERS.—Captain Bryant's company, 2d dragoons, ordered to join Major Ashby.

Capt. Fulton ordered to Fort Deynaud

Major Ashby ordered to Fort Pierce, Indian river, with two companies, to operate between the Atlantic, Okeechobee, and Kissimmee, as low down as Halpatuckee.

Major Churchill, 3d artillery, will reinforce Forts Lauderdale and Dallas, by one company each, and will, by the 25th inst., have his command in position on the head waters of the Miami and New rivers.

The revenue cutter Campbell is ordered to co-operate with Major Churchill.

Two hundred men, and Lieut. McLaughlin, with U. S. sailors, will proceed from Long creek, emptying into Gallivan's Bay on the west, through the Pathaiokee, if practicable, directly across to New river.

Colonel Davenport will operate from Fort Keas, on the edge of the grass water, from the Okeechobee to the Gulf of Mexico.—St. Augustine News, Feb. 16.

PENSACOLA, Feb. 23.—The U. S. sloop of war Boston, Edward B. Babbitt, Esq., Commander, arrived yesterday morning, five days from Havana, after a cruise of one hundred and forty-nine days among the Keys and along the coasts of Florida and Cuba, having passed inside the Florida reefs from Sombbrero Key to the Dry Tortugas, a passage never before performed by a sloop of war. The Boston has been detained much longer than her required time in consequence of the active part taken by her commander, in relation to the difficulties arising between the masters of some American vessels, and the authorities of Havana, involving questions of much import to their respective governments.

We learn that before leaving Havana a memorial from the American citizens resident therein and masters of vessels in port, at the time, was presented to Captain Babbitt, expressive of their thanks for the able and zealous manner in which he had espoused their cause, and also their gratitude for the benefit which had accrued to them from the protection afforded by his presence, and begging a continuance of it, should it comport with his duty by remaining at the Havana.

The day previos to the sailing of the Boston, her commander and officers partook of a complimentary dinner given to them on board the ship Orleans of Boston, Capt. Bradbury, by the merchants and ship-masters in port.

A part of the French squadron, consisting of the frigate Iphigenie, and three brigs of war, together with the British 74s, Cornwallis and Edinburgh, and schr. Skipjack, were the only foreign vessels of war at the Havana when the Boston left. By the latter, intelligence was brought from Port Royal, (Jamaica,) of a great mortality prevailing among the officers and men of the British West India squadron; equitation, the yellow fever, having proved more fatal than had been known for many years. We regretted to learn the death of the late Surgeon of H. M. ship Cornwallis, Dr. Scott, who was left at Jamaica with the Admiral Sir Charles Paget, who was under the professional care of the former.

Sir Charles Paget was very ill and had left for Bermuda to join his family, and his ship, the Cornwallis 74, remained at Havana with the Edinburgh 74, awaiting orders, expecting they would be for that ship to proceed to Bermuda, and from thence to England, (with the Admiral and family,) under the command of Sir Richard Grant, captain.

We are requested to state that the officers have seen with much regret a statement in some of the late American papers, purporting a very marked slight had been conferred on the officers of the Boston, by those of a British sloop of war at the Havana; so far from this being the case, the officers assert that the most friendly intercourse existed between them; compliments of the most cordial character having been mutually conferred, not only with the English but with the French squadron also, the ball given by the Prince de Joinville having been attended by all officers who could be spared from duty. We are happy to state that notwithstanding the length of time the Boston has been absent and the inclement weather the ship has encountered, on an unhealthy coast, her officers and crew have enjoyed uninterrupted health and spirits.

Mr. S. P. Sturgis, of Boston, late from China, via Mexico, (who came from Vera Cruz in H. M. ship Cornwallis, bearer of despatches from the Mexican Government to that of the United States,) together with Mr. Fitzwilliam Worcester, also of Boston, came passengers in the Boston from the Havana.

The Ontario returned from the Navy Yard to anchorage off the city on Monday.—*Gazette*.

A letter from Key West, under date of the 12th ult., says: Lieut. McLaughlin, of the U. S. schr. Wave, with the cutter Campbell and a transport, has

gone to Cape Florida to make a land expedition against the Indians. He is a very active and persevering officer, but has been delayed in his operations by sickness this winter.

LAST OF THE CHEROKEES.—On Saturday last 228 emigrating Cherokees arrived at this place in the steamer Victoria, under the charge of Captain Drew, on their way west. Most of them are those who were unable to go by land; and nine deaths have occurred since the commencement of the journey; but in general they look well and enjoy good health. In the company is the celebrated Chief, John Ross, who buried his wife in this city on Sunday.—*Little Rock Advocate*, Feb. 4.

It is most deplorable to perceive the many quarrels which occur between the officers both in the naval and military service of the United States. Such altercations not only lessen the dignity of a profession, which more than any other requires concord and an observance of the proprieties of life, but they also impair its public utility. It is very rarely that these disputes deform the English or French service. They have multiplied of late in the American navy and army to a discreditable, if not an alarming degree. Some remedy must be found for this degeneracy, or the service will become a theatre of wrangling and vituperation, instead of a school wherein not only honorable emulation should prevail, but in which the temper and manners should be disciplined.—*Charleston, S. C., Patriot*.

Letters from the U. S. frigate Columbia and sloop of war John Adams, written at Bombay, up to the 10th of November last, have reached this city; at that time the crews were well. Commodore Read and several of the officers had dined with the Governor, there being present a large and brilliant party of ladies and gentlemen. Sir John Kean, who is in command of the troops about to go against the Persians, and who was one of the British Generals at New Orleans, had extended his hospitality to the squadron. Commo. Read had invited the Governor, the General, and many other distinguished officers to dine on board the Columbia. We take pleasure in mentioning this interchange of civilities among public men in the distant parts, as the bond of harmony and good feeling between foreign nations are thus preserved and strengthened.—*National Gazette*.

There are now 18,000 English regulars in North America, 3,000 of whom are in Nova Scotia and New Brunswick. The militia of New Brunswick compose several regiments, but their organization is very defective, and they would find it difficult to raise 3,000 men. Sir John Harvey says, he can bring 8,000 men into the field; in that case he must withdraw some of the troops from Canada.—*Boston Courier*, Feb. 26.

#### MAJOR W. W. LEAR, U. S. ARMY.

From the *Baton Rouge, La., Gazette*, Feb. 2.

MR. EDITOR: The undersigned, as an act of justice and also as a tribute of their regard and respect for Major W. W. LEAR, request you to insert the following communication in your paper.

#### MEMBERS OF THE BAR.

J. M. Brunot, J. J. Burk, Morris Morgan, Daniel D. Avery, J. M. Elam, Augustus Devall, Joseph W. Fowler, J. Patterson, A. Adams.

Ch. Tessier, John Buhler, P. A. Walker, Jno. Davenport, John Reid, M. Sloan, I. Languier, A. Duplantier, R. Duer, C. R. French, A. H. Legendre, James Mansker, B. T. Beauregard, L. Bonneauze, J. E. Layet, James Cooper, James M. Wikoff, Andrew Kleinpeter, J. S. Willis, A. Matta, E. Slaughter, D. Searles, N. K. Knox, Wm. S. Pike, J. D. Stuart, H. V. Babin, C. A. Chopin, Ch. R. Tessier,

J. L. Reynolds, L. C. Morris, O. Dewey, A. Montan, John Huguet, Y. Bulnez, G. Carriena, H. B. Favrot, C. W. Combs, L. H. Trudeau, Ths. Canty, A. Waidill, A. D. Alexander, A. Steers, M. Moreno, Jh. Monget, A. Monget, Alf. Duplantier, Wm. Gil, J. Jay Langdon.

On Saturday morning the 19th January, a rumor was in circulation, that Major W. W. LEAR, had been presented to the Grand Jury of this parish, by an individual who stated that he had been accessory to the mutilation of Lee.

The moment he heard that he was implicated in this charge, Major Lear came voluntarily into court, and represented by one of his friends at the bar, R. N. Ogden, Esq., that he had heard with astonishment and mortification that he was included in the indictment against "Fitzpatrick, *et alius*," for this crime, and that he had been on the point of leaving this post to join his regiment, employed in active service, when the mortifying rumor reached his ear. He then exhibited to the court the following order from the Adjutant General of the United States, commanding him to do so, and stated that he could not consent to leave until this stain was removed; and that he surrendered himself and desired a speedy trial.

ADJUTANT GENERAL'S OFFICE,  
Washington, January 3, 1839.

SIR: On the receipt of this letter, you will please to repair to New Orleans and receive from Captain Allen, the Recruiting Officer for the 4th Infantry, all his disposable Recruits, and conduct them, together with those you have enlisted at Baton Rouge, to the Head Quarters of your Regiment. The public interest will not justify any delay in the execution of this order.

I am, sir, very respectfully,  
Your obdt. serv't,

R. JONES, Adj't. Gen.

B't Major W. W. LEAR, 4th Infantry,  
Baton Rouge, La.

The late Report, dated Dec. 20, shows 43 recruits disposable.

The Court admitted him to bail in \$1,000, with one or more good sureties in the like sum. Numerous friends in a moment volunteered, and the security was at once furnished.

Several gentlemen of the bar also volunteered their services, satisfied of his innocence.

On Wednesday evening, 30th ult., the trial commenced, and was concluded on Thursday evening, the 31st, at 3 o'clock.

A number of witnesses were introduced on the part of the State, all of whom, without exception, acquitted Major Lear of the slightest participation in the act, or countenance of it; and many of whom who had known him for years, testified to the kindness, generosity, and humanity of his disposition, and that the act of which he was accused was utterly inconsistent with the whole tenor of his conduct and with his well known character.

When the evidence was closed on the part of the State, the District Attorney, A. HARALSON, Esq., rose, and stated to the Court and Jury, that he had introduced every witness of whom he had any knowledge; that he had deemed it his duty to examine them thoroughly, and had done so; that he was convinced that the prosecution had entirely failed, and as the only reparation he could make to the wounded feelings of Major Lear, who appeared to have been accused unjustly, he offered to enter a *nolle prosequi*.

R. N. Ogden, Esq., one of the Counsels for the accused, then rose and replied that his client received the proposition of the District Attorney with the feelings of gratification and thankfulness it was calculated to inspire, and acknowledged it to be all that the District Attorney could do to repair the injury done to Major Lear; but that he had declined accepting it—that the stigma on his name stamped upon the records of the court, could only be removed by

a full and complete acquittal by a jury of his peers—that however sensible of the frank and honorable course of the District Attorney, he could not consent to receive that as an act of grace, to which he was entitled as a matter of right, and that although the accused had abundance of testimony to disprove the charge, and to show that no one more strongly than himself expressed his sense of horror at the act, yet he would leave it to the Jury without further proof.

He then made a brief, but glowing and affecting appeal to them, in which he depicted the mortifying emotions that must be awakened in the bosom of a high-minded and gallant officer, conscious of his innocence, when accused of an unworthy action. He alluded in eloquent terms to the Major's long residence here, to the friendship and esteem that he had gained by his irreproachable and honorable conduct; and then spoke of the order he had received to go to the battle-ground, and there, perhaps, to wrap the banner round his breast and fall in his country's cause. "But," said he, "when the last life drop is flowing from his heart, his thoughts will wander to Baton Rouge, on whose banks repose the ashes of his babes." In this most happy effort, the eloquent gentleman urged that it was due to Major Lear that the Jury should render their verdict without leaving the box.

The court house was crowded almost to suffocation, and when Judge Ogden wound up his peroration there were few hearts unmoved, and but few dry eyes.

The Hon. G. T. Morgan, presiding, stated that it gave him great pleasure to express his unreserved and unqualified concurrence in the opinion of the District Attorney, that the prosecution had entirely failed—that he approved his course in offering to enter a *nolle prosequi*—but equally approved the course of the counsel of the accused in declining any other discharge from the dishonoring imputations in the indictment than one of equal dignity to the charge itself—and that he concurred also with the counsel in saying that if the jury were convinced that the accused was innocent it was due to him as an honorable man and a gallant soldier, to render their verdict without leaving their box—whereupon he was acquitted by the instant decision of the jury, and their verdict recorded without their leaving the box.

#### NORTH EASTERN BOUNDARY.

Gen. SCOTT, accompanied by Major RIPLEY, and Captains ANDERSON and KEYES, reached Boston on Saturday morning, on his way to the north-eastern frontier. We learn from the Boston Evening Gazette that Gen. S. was introduced to Gov. EVERETT in the Council Chamber; who addressed him substantially as follows:

GENERAL: I take great pleasure in presenting you to the members of the Executive of Massachusetts. I need not say that you are already well known to them by reputation. They are familiar with your fame, as it is recorded on some of the arduous and honorable fields of the country's struggles. We rejoice in meeting you on this occasion, charged as you are with a most momentous mission, by the President of the United States. We are sure you are entrusted with a duty most grateful to your feelings; that of averting an appeal to arms. We place unlimited reliance on your spirit, energy and discretion. Should you unhappily fail in your efforts, under the instructions of the President, to restore harmony, we know that you go equally prepared for a still more responsible duty. Should that event unhappily occur, I beg you to depend on the firm support of the Commonwealth of Massachusetts.

The answer of the General was happy and appropriate; he concluded by saying that the Executive of the United States had full reliance upon the pa-

triotism and public spirit of Massachusetts, in any emergency which might arise.

**FROM THE MAINE BORDER.**—A letter to the editor of the Boston Atlas, dated Augusta, Me., Feb. 25, says:

The last of the troops drafted from this division who have been called into active service, left here this morning. They are to proceed forthwith to the disputed territory.

A letter was received in this town last evening, dated at Houlton, the 26th instant, which says, that five companies of British troops had gone up the St. Johns. A part of the militia of this province had been called into the service of her Majesty. Some of them were stationed at Woodstock. A gentleman who left Houlton on Monday last, represents that the proceedings in our Legislature and the letter of Gov. Fairfield to Sir John Harvey, had created great excitement in the province. A part of Gen. Hodson's detachment reached Houlton on Tuesday.

Orders were issued yesterday, calling out a thousand more of our militia into the service of the State.

**OUR NAVAL OFFICERS.**—The Transcript of Friday evening contains a letter from a correspondent on board the U. S. ship of war Cyane, dated Messina. The following paragraph relates to a practice, which, if it really exists to the extent described, is highly dishonorable to the service:

"I regret to find that our ships, on leaving these ports lately, have neglected to pay many bills (not Government bills,) that it would have been more to their credit to have discharged. Towards the kind and simple hearted Maltese they appear to have practised the advice given in the 2d verse of the 11th chapter of Exodus, only confining themselves to the gold and silver currency, rather than to "jewels of silver and jewels of gold." This abominable practice of ships leaving foreign ports, where they have been received with courtesy and kindness, deeply in debt, does but little for our credit and less for our honor, and says nothing for our justice. Captain P. is deeply mortified by the reports we have heard, and is determined that this ship shall escape such imputations. The sin is not confined to any particular class in the ship, but includes, if reports be true, some of all, from the tarpaulin to the equalette."

We are unwilling to give credit to the above representation. Indeed, it would require pretty strong proof to convince us that American naval officers, whom, as a class, we have always been induced to regard not only as brave, but as honorable, high-minded men, would be guilty of conduct which must cause them to be looked upon abroad in the light of swindlers and blackguards. If such is the case, the navy has indeed fallen—and the work of resuscitation will surpass in difficulty the very worst foreboding of the Head of the Navy Department. This subject should be inquired into.—*Boston Mercantile Journal.*

*From the Philadelphia Exchange Books.*

**LATEST FROM MONTEVIDEO AND BUENOS AYRES.**—By the arrival of the barque Madonna, Captain M. Wise, at this port, we have been put in possession of the following extract of a letter from our correspondent, dated MONTEVIDEO, Dec. 23, 1835.

"We have the U. S. vessels Fairfield, Lieut. Com. Mackenzie, at Buenos Ayres, and brig Dolphin, Lieut. Com. Purviance, here; the latter liked to have had a brush with the French a short time since. I refer you to the British Packet for a sketch of that affair. With such commanders as these two vessels have, our commerce need fear no aggressions or impediments; but I am sorry to say I cannot add one item of praise in favor of the superior commander at Rio, where he appears to lie eight months out of the

year, very much at his ease and comfort, instead of being more at the seat of war and trouble. In fact all our senior officers in the navy, are becoming superannuated, and I should like to see more responsibility and charge thrown into the hands of the younger officers. I am sure they would attend to their commands with much more energy and activity than the old women generally in chief command.

I hand you herewith a list of the officers attached to the Fairfield and Dolphin as well as a list of American vessels in port—and last, not least, a notice of hymenial consequence which took place on board the Dolphin, on the 12th December.

Married, at Montevideo, on board the U. S. brig Dolphin, 12th December, by the Rev. Mr. Dempster, JOHN G. LOWAY, of Baltimore, to Miss JULIA PALMER.

*From the British Packet, Dec. 15.*

We learn that the U. S. brigantine Dolphin, which sailed from this port on the 3d inst., arrived on the 4th off the mouth of the Salado. The rumors current in this city at the time of her departure, would seem not to have been wholly without foundation, for we understand that immediately upon his arrival, the commander of the Dolphin, Lieut. Purviance, signified to the commander of the French brig Bordelaise, of his being ordered by his superior officer, Lieut. Commander Mackenzie, in command of the Fairfield, to insist upon the free departure from the port of the Salado, of the American schooner Fleet, then lying there, nearly ready to sail, she having entered the port in the absence of any blockading force. The reply was, that the orders of the French Admiral to the commander of the Bordelaise were positive, to capture her should she attempt to depart, and that he should do so. Immediately preparations for action were made on board the Dolphin. The Fleet, however, was not ready to depart until the morning of the 8th, when Lieutenant Purviance went on board the Bordelaise, in consequence of a friendly invitation from the commander. In the course of their interview, it was agreed that the Fleet should go under convoy of the Dolphin, to Montevideo, whither she was bound, and that should the French Admiral consider her as a rightful prize, she should be kept by the Dolphin until the arrival of the American Commodore, who, with the Admiral, should settle this affair between them.

The Dolphin and Fleet proceeded to Montevideo, the latter with an officer and crew from the Dolphin. On their arrival, it is said, the Admiral disclaimed all control over the Fleet, not considering her as having committed a breach of blockade.

The above information is the amount of what we have been able to learn from a gentleman from Montevideo, but there is an apparent glaring inconsistency between the orders said to have been given to the commander of the Bordelaise, and the disclaimer of the Admiral.

Under all circumstances, the result is to be considered happy, inasmuch as by arrangement made between the American and French commanders, the unnecessary effusion of Christian blood has been avoided.

List of officers of the U. S. ship Fairfield, Buenos Ayres, 16th Dec., 1835.

Lieut. Commanding, A. S. MACKENZIE; Lieutenants, E. G. Tilton, O. S. Glisson, S. Larkin, jr., Wm. L. Herndon; Purser, A. J. Watson; Surgeon, B. F. Bache; Master, Joseph Moorehead, Passed Midshipmen, N. G. Bay, R. L. Tilghman; Midshipmen, Ripley, Gantt, and Morris. All well.

List of officers attached to the U. S. brig Dolphin, 20th December, 1835.

Lieut. Commandant, H. Y. PURVIANCE; Lieutenants, Francis Huger, Wm. W. Bleeker; Purser, A. E. Watson; Asst Surgeon, A. J. Bowie; P. Midshipman, C. E. L. Griffin, act'g Master; Midshipmen, C. R. P. Rodgers, Andrew Wier, I. S. K. You, Henry Rodgers.

## MEXICO.

*From the New Orleans Bulletin of Feb. 26.*

**FROM VERA CRUZ.**—The U. S. sloop of war *Levant*, Hiram Paulding, Esq., commander, touched at the Balize on Sunday last, on her way from Vera Cruz (whence she sailed 14th instant,) to Pensacola.

The blockade of Vera Cruz was still rigorously enforced.

The following is a list of officers attached to the sloop of war *Levant*:

H. PAULDING, Esq., *Commander*; Sidney Smith Lee, John C. Carter, John A. Russ, Edward M. Yard, *Lieutenants*; Frederick W. Moores, *Master*; Win. F. Patton, *Surgeon*; Benjamin F. Hart, *Purser*; Elisha Fitch, *Professor of Mathematics*; John J. Abernethy, *Assistant Surgeon*; H. L. Chipman, A. G. Clary, M. B. Woolsey, S. Smith, J. H. Moore, A. J. Drake, C. M. Morris, J. K. Duer, W. W. Hays, B. N. Westcott, F. A. Parker, *Midskipmen*; Thos. H. Stoneall, *Captain's Clerk*; V. R. Hall, *Boatswain*; George D. Dods, *Master's Mate*; Francis M. Cecil, *act'g Carpenter*; Wm. Ryan, *Sailmaker*; John Ottinger, *Purser's Steward*.

*From the Louisianaian.*

**THE FRENCH SQUADRON.**—We have been requested by the French consul at this port, to publish the following official document, for the information of the public.

On board his Majesty's frigate, the *Nereide*, Anton Lizardo, 29th January, 1839.

SIR: I have received the letter which you did me the honor to address to me, of yesterday's date. I thank you for the notice you have given me of your approaching departure for Pensacola, and I avail myself of the opportunity to send my despatches for the French Consul at New Orleans, which I commend to your kind attention.

In answer to your questions relative to the Mexican ports which may be temporarily exempted from blockade, I have the honor to confirm what I communicated to you in conversation, to wit:—that the authorities of the State of Tamaulipas, having refrained from promulgating the law of expulsion issued against my countrymen by the Government of Mexico; the French residents in that State having, on the contrary, up to this time, been treated with justice and protection by the magistrates, and with kindness by the citizens; and finally, the French brig *Fanny*, detained in the river Panuco, having been released, I have given orders to my cruisers to leave the entrance into Tampico free.

I am disposed to do as much for all the ports of the Mexican States, that may adopt the same principles with the State of Tamaulipas, and preserve the same conduct.

The blockade is maintained with regard to the other ports.

Accept, sir, the assurance of my distinguished consideration.

The rear admiral commanding the naval forces of France in the Gulf of Mexico.

CHARLES BAUDIN.

To the commander of the U. S. sloop of war *Levant*, at Sacrificios.

**PRIVATEERS.**—The French Consul has communicated to us the following extract from the instructions given to Admiral Baudin by his Government—they are dated 10th Dec. last.

"All privateers under the Mexican flag, which are not furnished with regular letters of marque, and do not appear to have really sailed from a Mexican port, with a crew consisting of at least two-thirds Mexicans, shall be considered as pirates, and as such shall be treated with all the rigor of the laws of war."

The above was communicated to the American Government, who approved of it, as adapted to the protection of commerce in general.—*Ibid.*

## ENGLISH AND FRENCH FLEETS AT VERA CRUZ.

—By an arrival at New Orleans from Vera Cruz, of an earlier date than that named above, the following information was received by the editor of the *Louisianian*:

It appears that the arrival of the English fleet had excited murmurs among the French seamen, and in order to prevent the mischiefs which they were calculated to produce, Admiral Baudin addressed the English Admiral a letter, in which, with perfect propriety of expression, yet with sufficient firmness, the latter was given to understand that in the present state of the dispute between France and Mexico, the unexpected arrival of so considerable a British armament at Sacrificios, could only occasion dissatisfaction to the French squadron, and that it was very necessary the English fleet should retire, in order to avert the sinister impressions which its present attitude would otherwise create in the minds of the French as well as of the Mexicans.

The result of the letter was an interview between the two admirals, in which it was agreed that the two English seventy-fours and three frigates should immediately withdraw. These five ships actually set sail for Havana, and it was stipulated that the rest of the English squadron should remain at Vera Cruz.

The strictest intimacy existed between the two admirals, and there was no reason to suppose that the English had the slightest intention to impede the operations of France against Mexico.

## MILITARY INTELLIGENCE.

**1st Dragoons.**—Lieut. Col. Mason, at the expiration of his leave of absence, to report for duty with the squadron of his regiment at Fort Gibson; and Major Wharton to repair to the Head Quarters at Fort Leavenworth, when his services as member of the Court of Inquiry, now in session at St. Louis, shall no longer be required.

**3d Artillery.**—Capt. L'Engle's resignation accepted, to take effect 30th Nov., 1838.

**4th Artillery.**—This regiment has been ordered from Florida to Fort Columbus, New York harbor, and will be relieved from duty in the former territory when it can be done without injury to the service there.

**1st Infantry.**—Lieut. A. H. Stuart's resignation has been accepted, to take effect 1st March.

**4th Infantry.**—This regiment received its new post (Fort Gibson) on the 6th February, and relieved the 7th, ordered to Florida.

**6th Infantry.**—Lieut. W. S. Ketchum, Adjutant of the regiment, received the appointment of *Ass't* Quartermaster, with the rank of Captain—to take rank from 29th February, *viz* L'Engle, resigned.

**7th Infantry.**—Capt. Bonneville's company has entered Florida, and the remaining companies are to follow.

The following has been furnished by a correspondent:

**2d Dragoons.** commanded by Major Fautleroy, Head Quarters, Fort Gilleland, Newnansville; A and D troops, 1st squadron, under command of Bvt. Major Ashby, to scour the country east of the St. John's and along the Indian river, as far south as Jupiter; B company, Capt. Fulton, left on the 21st February for Fort Deyand, to join Col. Davenport; C (L. J. Reall's) left Fort Butler for Trader's Hill on the 17th; E company is divided into three detachments in and about Fort Harlee; F, in the field with Lt. Col. Fanning; G, divided between Forts King and Micanopy; H, with General Taylor, accompanying him in his several tours through the country; I, in three detachments in and about Newnansville; K, at Fort Butler, Volusia.

**3d Artillery.** under command of Major Churchill, Head Quarters, with A company, Miami river, south of Key Biscayne; B. (J. R. Vinton's) Fort Dallas, Key Biscayne; F and I under command of Bvt. Major Childs, Fort Pierce, Indian river; K, (Davidson's), Fort Lauderdale, New river; E, D, G, and H, under Colonel Davenport, in the Western District.

**4th Artillery.** Head Quarters, with K company, at Fort Shannon, Pilatka, under Lt. Col. Fanning; A and E, under Capt. Morris, building a temporary defence between



Fort King and Micanopy; B, (Washington's,) St. Augustine; C, (Galt's) Micanopy; D, (Ross's) Fort Mellon; F, (Scott's) Fort Heileman; G, (Munroe's,) Fort King; H, (Brown's,) Smyrna; I, (Hunt's,) Fort Gatlin. Detachments from C and G, with Lieuts. Bainbridge and Thomas, compose the garrison at Fort MacKay, between Forts King and Brooks, on the Ocklawaha.

**2d Infantry**—B, (Smith's,) Fort Brooks; I, (Russell's,) with Major Churchill, on the Miami.

These, with four companies of mounted militia, compose the Eastern District, Army of the South, under command of Colonel Twigg.

Foars are entertained for the steamboats Gaston and Santee, which left Fort Heileman, the former on the 23d, with companies F and I, 3d artillery, under command of Bvt. Major Childs, for Fort Pierce, the latter on the 26th January, with companies B and K, same regiment, for Forts Dallas and Lawderdale; up to the 22d February no intelligence has been received of these boats.

One of the warriors lately taken by Capt. Winder, 2d dragoons, has volunteered his services as a guide to the camp of Con-coo-chee, and had joined Major Ashby previous to his squadron's leaving for the south.

## NAVY.

### ORDERS.

Feb. 27—Asst. Surgeon R. B. Banister, to take passage in ship Warren, for duty in ship Ontario.

Mid. A. Murray, Receiving ship, New York.

March 4—Lt. R. A. Jones, detached from fr. Constitution.

### APPOINTMENT.

Feb. 27—Joshua N. Barnes, acting Carpenter.

### RESIGNATION.

March 1—Samuel Allen, Gunner.

HEAD QUARTERS OF THE MARINE CORPS, }  
ADJUTANT AND INSPECTOR'S OFFICE, }  
Washington, Feb. 26, 1839.

### ORDERS:

As a mark of respect to the memory of Capt. JAMES McCRAWLEY, late of the Corps of Marines, who died at Philadelphia, Penn., on the 22d inst., the officers of the corps are directed to wear crape on the left arm and sword hilt, for one month from the receipt of this order. By order of Col. A. HENDERSON,

Com'd of the Corps:

P. G. HOWLE,

Adj't. and Inspector.

### U. S. VESSELS REPORTED.

**WEST INDIA SQUADRON**—Ship Natchez, Commander Page, from St. Barts, arrived at St. Thomas, and sailed, Feb. 11th, for Guayama, (P. R.) officers and crew all well.

Ship Levant, Commander Paulding, sailed from Vera Cruz, Feb. 14; touched at the Balize on the 24th, on her way to Pensacola.

**THE EXPLORING EXPEDITION**.—We learn by the barque Leopold, arrived at this port last night, that the United States South Sea Exploring Expedition sailed from Rio Janeiro on the 6th January for the Pacific. The officers and men were in good health, and sanguine in their enterprise. The U. S. frigate Independence, Com. Nicolson, was lying in the port of Rio Janeiro.—*New Orleans Bee*, Feb. 25.

## MARRIAGES.

At Washington, on the 29th ultimo, Lieut. WM. D. PORTER, U. S. Navy, to Miss ELIZABETH, daughter of the late GEORGE BEALE, Esq., formerly of Virginia.

In Baltimore, on the 5th inst., FRANKLIN SMITH, of Mississippi, to ANN JOSEPHA, daughter of the late Commodore R. T. SPENCE, of the U. S. Navy.

## DEATHS.

In New York, on the 25th ultimo, after a protracted and painful illness, Captain HENRY SHELL, formerly of the U. S. Army, in the 56th year of his age.

On Thursday evening, 28th ultimo, at Fort Columbus, Governor's island, N. York harbor, LYDIA BIDDLE, only daughter of Col. WM. GATES, U. S. Army, aged 18 years.

In Richmond, on the 22d ult., after a painful illness, Major SAMUEL J. WINSTON, in the 74th year of his age. He was a soldier of the Revolution; for many years the Brigade-Major of this brigade, and at the time of his death the Sergeant at Arms to the House of Delegates. All who knew him will acknowledge that they never knew a more delightful companion, a more generous spirit, a man with a warmer heart, a braver and a nobler soul.

**FUNERAL OF MAJOR WINSTON**.—The chief happiness of this old soldier's life was his association with his military companions. And it was his dying request that he should be buried with military honors. The execution of this was attended with much inconvenience and fatigue to the troops, as the remains of the old veteran were interred at his place in Hanover; yet the manner and the feeling with which they accomplished his wish, cannot fail to be a source of sincere gratification to all his relatives and friends.

We understand that the scene at the grave was most imposing. The knapsack the Major had worn at Yorktown, and his canteen, were exhibited previous to consigning them to the grave with him, according to his request. The knapsack was of coarse canvass, and the canteen of wood, indicative of the toils and privations our fathers of the Revolution endured for Liberty's sake.

The procession in the city was long, and for the sake of the memories of the Revolutionary patriots, we were proud to see it. It was not only respect for the deceased patriot which drew so many after the hearse which bore his remains, but to express, through him, gratitude and honor to the heroes of the Revolution.

A few days before his death, he observed, that for the last twenty-eight years he had never failed, upon the twenty-second of February and fourth of July, to have on his "regimentals" in honor of those days. He expressed a wish to be able to appear in the dress of the soldier on the 22d. In the words of Mr. Robertson, in his notice of Major W's death in the House of Delegates, this wish indicated that the pulses of '76 still beat in the old soldier's breast, with the same patriotic ardor that hurried him, when a boy of 17, to the plains of Yorktown. On the 22d he was in an almost insensible state, but the firing of the morning guns filled him with evident and strong emotion. The day was bright and beautiful, but his companions passed on to their usual festivities without him. And it was not more than an hour or two after the evening guns had told the day was zone, that his spirit bade them all farewell forever.—*Richmond Compiler*.

## NOTICE.

**PROPOSALS** will be received at the office of the Commissary General of Purchases in Philadelphia, for supplying the following articles of DRAGOON EQUIPMENTS, viz:

- 400 Saddles, complete.
- 200 Bridles, with Martingales.
- 200 Saddle Bags.
- 200 pairs Spurs.
- 200 Halters, Head Stalls and Straps.

On the patterns exhibited at this office, the contracts will be founded and inspections made, and no article will be received that is inferior in material or workmanship, or that does not correspond in every respect with the pattern on which the contract is founded. The articles are to be delivered at the United States Arsenal, near Philadelphia, for inspection, in equal monthly proportions, and the contracts to be fulfilled on or before the first day of August, 1839, or earlier, if required for the service.

The proposals must be in writing, sealed and endorsed "Proposals" and must reach the office of the Commissary General of Purchases, on or before the 22d March, 1839. Security will be required for the fulfilment of contracts.

C. IRVINE,

Commissary General of Purchases.  
COMMISSARY GENERAL'S OFFICE, } Feb. 22—td  
Philadelphia, Feb. 23d, 1839.

**FOR RENT**.—The office at present occupied by the subscriber, on 17th street, adjoining the Pension office. Possession given immediately.

Feb. 7—td

B. HOMANS.

# ARMY AND NAVY CHRONICLE.

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VOL. VIII.—No. 11.]

WASHINGTON, THURSDAY, MARCH 14, 1839.

[WHOLE No. 219.]

## CONGRESSIONAL DOCUMENT.

### SPECIAL COMMITTEE ON COMMODORE ELLIOTT'S CASE.

February 22, 1839—Read and laid upon the table.

#### REPORT OF THE MAJORITY.

Mr. Naylor, under the direction of the majority of the committee, to whom was referred the report of the Secretary of the Navy, containing the charges of Passed Mid. Barton against Capt. Jesse D. Elliott, of the U. States navy, and who were appointed, under the resolution of the House of the 14th instant, to inquire into the official conduct of the said Elliott, while in command of the squadron in the Mediterranean, and particularly into the allegations of tyranny and oppression towards the officers of his command, reports the following resolutions:

*Resolved*, That an interference by the House of Representatives in the disputes that occur between subordinate officers of the navy and their superiors, commanding squadrons, is a power which ought at all times to be exercised with great caution, and is calculated to produce insubordination in that important arm of the national defence; but in the opinion of this committee, it is competent for the representatives of the people to investigate any abuses alleged to be committed by officers in command of squadrons, and to provide, by law, against a recurrence of such abuses; and, moreover, to investigate and ascertain whether the head of the Navy Department may have used such means as are placed in his hands by law to punish and prevent any such alleged abuses.

*Resolved*, That the most appropriate remedy for such subordinate officers, is an appeal to the Secretary of the Navy for a court of inquiry to investigate the charges exhibited against their superiors; and, from this decision, the party aggrieved may appeal to the President, who, by the constitution, is commander-in-chief of the navy; he, as well as the Secretary, being liable to impeachment for a wilful or corrupt violation or neglect of duty.

*Resolved*, That the time allowed this committee is insufficient to enable them to make a full and thorough examination of the subject committed to them; that even a limited and partial examination would require them, contrary to the duty they owe to their immediate constituents, and to the country at large, to be absent daily, during the sittings of the House, at this important period of the session.

*Resolved*, therefore, That it is inexpedient to commence the investigation at this time, and that the chairman report these resolutions, with the journal of our proceedings, to the House, together with the opinion of this committee, that the subject-matter referred to them by the resolution of the House of the 14th instant, requires investigation, and that he ask that the committee be discharged from the further consideration of the subject.

#### REPORT OF MESSRS. NAYLOR AND CHAMBERS.

The undersigned, two of the minority of the Special Committee, to whom was referred the report of the Secretary of the Navy, containing the charges of Passed Midshipman Barton, against Captain Jesse D. Elliott, of the United States navy, and who were appointed, under the resolution of the House of the 14th instant, to inquire into the official conduct of the said Elliott while in command of the squadron in the Mediterranean, and particularly into the allegation of tyranny and oppression towards the officers of his command, submit the following report:

The undersigned, differing with the majority of the committee, as to the propriety of not commencing the investigation at this late stage of the session, and as the report of the majority will be preserved among the records of the House, they feel it due to

themselves to place by its side evidence of an equally permanent character, that, in their opinion, the time allowed by the House for the prosecution of the inquiry was sufficient for the purpose, and that it was the imperative duty of the committee at once to have proceeded with it.

The complaints against Captain Jesse D. Elliott are strong and numerous, and the committee all agree that they require investigation. They have been made and circulated in various forms through the country, and so far as they have reached the ears of the undersigned, through letters, personal communication with individuals who, from their situation, are likely to be acquainted with the facts, and from the public prints, may be put down as follows:

He is charged with the most cruel, inhuman, and brutal conduct towards Passed Midshipman Barton, when sick and wounded; causing him to be dragged from his cot and removed from his vessel, at the most imminent peril of his life, at a time when he was racked with agonizing pain; and that, too, against the earnest remonstrance of his surgeon and the most affecting appeal from the sufferer.

He is charged with ungentlemanly and unofficer-like conduct towards his officers; with oppressing, disgracing, and confining them without cause and without accusation; and, when so confined and disgraced, with denying to them a trial, and refusing to communicate to them the cause of his displeasure.

He is charged with endeavoring to bolster up his reputation, and to enrich and sustain himself against the charges of his officers, by procuring to be wrung from the hard-earned pittance of his crew costly presents of plate.

He is charged with importing in his frigate large numbers of asses, horses, and other animals, as merchandise, with a view to promote his own private gains; for the sustenance and accommodation of such animals, he has deprived his officers and crew of their rightful and necessary quarters, and sacrificed their health, comfort, and safety, besides exposing his ship to the dangers of conflagration, and rendering her, for the time, utterly unfitted for action.

He is charged with taking such course in his command as tended to induce mutiny among the crew, and, when the mutiny broke out, with omitting to take such manly and officer-like measures as were necessary for its suppression.

He is charged with oppressing his officers with vexatious and causeless court martials; with violating the Constitution of the United States, by receiving presents from foreign powers; and with daily acts of petty tyranny, unofficer-like, and ungentlemanly conduct.

He is charged with gathering together *ex parte* affidavits, letters, and papers, to crush such of his officers as complain of his injuries, and lodging them in the Navy Department against them, thereby deceiving the Department and the people, doing gross injustice to the complainants, as well as to his own honor; instead of meeting his accusers, with the front of conscious innocence, before a competent tribunal, and wiping from his name, if possible, the stain which such charges attach to it.

These charges have, some of them, been made to the Navy Department, and present, as the committee agree, a case requiring investigation.

The undersigned are of opinion that investigation into alleged abuses and oppressions such as these, is among the highest duties of the representatives of the people. They cannot think, with the majority of the committee, that the early termination of the

session should have formed an excuse for the non-performance of this important duty; but, on the contrary, that the investigation should have been made at all sacrifices of time and ease; justice should have been done as well to the accused as to the accusers; the truth or falsity of these charges ought to have been made manifest, if all the remaining days and nights of the session should have been consumed in the labor. There were no duties paramount to it—the vindication of violated rights is of the very first importance.

In the opinion of the undersigned, the committee might have completed the investigation, and had, also, time for the performance, in the fullest manner, of all their Congressional duties. By sitting early in the mornings and late in the evenings, they might have appropriated six or seven hours a day to the purposes of their inquiry, and have been ever present during the sittings of the House; a time which, if the investigation had been proceeded in when the committee first organized, would have been ample for a thorough eviceration of the whole case.

Having thus briefly stated their views of what they conceived to be the duties of the committee, and protesting against being held to a responsibility for the non-performance of that which they believed to be a solemn obligation, due to the navy and the country, and imposed upon the committee by an almost unanimous vote of the House of Representatives, they have done all that they proposed to themselves in making this report.

CHARLES NAYLOR,  
JOHN CHAMBERS.

WASHINGTON, Feb. 19, 1839.

#### REPORT OF MR. LYON.

The undersigned, a member of the committee appointed under the resolution of the House of the 14th February, "to inquire into the official conduct of Captain Jesse D. Elliott, of the United States navy, while in command of the squadron in the Mediterranean, in the years 1837 and 1838, and particularly into the allegations of tyranny and oppression towards the officers under his command," dissented from the majority of the committee, in declining, for the reasons stated in their report and resolutions, to proceed with the investigation, and in asking to be discharged from the further consideration of the subject. The committee having made no progress in the investigation, the undersigned has had no opportunity of ascertaining the precise nature of the complaints made against the conduct of Captain Elliott, and, of course, has no opinion to express thereon, either favorable or unfavorable.

The House of Representatives having, by the resolution under which the committee was organized, made it their duty to make the investigation, the undersigned was willing, so far as he was concerned, to proceed in the execution of the order of the House; and to prosecute the same to as early a termination as the importance of the subject, the character of the navy, and the rights of the officer implicated, would authorize.

He considered it due to the House, to the country, and to the officer whose conduct is involved in the inquiry, that complaints such as have been made in debate, and such as seem to be implied by the resolution, should undergo a full and thorough investigation, and, if found to be true, the corrective should be applied. If found untrue, it is important that the officer complained of should be relieved from censure.

F. S. LYON.

#### SPECIAL COMMITTEE ON THE CASE OF CAPTAIN ELLIOTT.

COMMITTEE-ROOM OF CLAIMS,  
Saturday morning, Feb. 16, 1839.

The committee organized. Present, Messrs. Chambers, Hamer, Ingham, Lyon, Mallory, McClure, and Naylor—being all the members.

Mr. Chambers offered the following resolution:

(No. 1.) *Resolved*, That the chairman transmit to the Secretary of the Navy the resolution of the House of Representatives, under which this committee has been organized, and inform him that the committee require the attendance of Passed Midshipmen Charles Steedman and James W. Cooke, and Midshipmen Charles E. Fleming, Francis Haggerty, and Charles Wager, of the navy, before them, as witnesses, at as early a day as they can be brought to the seat of Government, and request the Secretary to order their attendance accordingly, if in the United States; and if any of them are not within the reach of orders from his Department, or their residence at present be unknown, that he will so inform the committee.

To this resolution Mr. Lyon moved to add the following as an amendment:

"And that the chairman of this committee, also, transmit to Commodore Elliott a copy of the resolution of inquiry adopted by the House, and inform him of the organization of this committee, and of their readiness to allow him to appear before them and cross-examine witnesses, and introduce such as he may desire to offer in relation to the matters of inquiry referred to the committee; and that the chairman, moreover, be authorized to request the Secretary of the Navy to countermand any order of his department which will cause the immediate departure from the country of any witness or witnesses deemed important by the said Commodore Elliott."

This amendment was unanimously adopted.

When, the question being put upon the resolution as amended, it was lost: yeas 3, nays 4. Those who voted in the affirmative are, Chambers, Lyon, and Naylor. Those who voted in the negative are, Hamer, Ingham, Mallory, and McClure.

Mr. Mallory offered the following resolution:

(No. 2.) *Resolved*, That the chairman transmit to the Secretary of the Navy the resolution of the House of Representatives, under which this committee has been organized, and that the chairman of the committee also transmit to Commodore Elliott a copy of the resolution of inquiry adopted by the House, and inform him of the organization of this committee, and of their readiness to allow him to appear before them, and cross-examine witnesses, and introduce such as he may desire to offer, in relation to the matters of inquiry referred to the committee; and that the chairman, moreover, be authorized to request the Secretary of the Navy to countermand any order of his Department which will cause the immediate departure from the country of any witnesses deemed important, and that the following named gentlemen are deemed important as witnesses, viz: Passed Midshipmen Charles Steedman and James W. Cooke, and Midshipmen Charles E. Fleming, Francis Haggerty, and Charles Wager.

And the question being put, it was passed in the affirmative: yeas 6, nays 1. Messrs. Chambers, Ingham, Lyon, Mallory, McClure, and Naylor, voting in the affirmative; and Mr. Hamer in the negative.

Mr. Naylor offered the following resolution:

(No. 3.) *Resolved*, That the chairman be directed to request the Secretary of the Navy to communicate to this committee, at as early a period as practicable, copies of all charges made against Commodore Elliott to the Navy Department, during his command of the squadron in the Mediterranean, and of all papers and documents relating to such charges, other than those heretofore communicated to the House of Representatives during the present session.

The question being put on this resolution, it was passed in the affirmative: yeas 6, nays 1. Messrs. Chambers, Ingham, Lyon, Mallory, McClure, and Naylor, voting in the affirmative; and Mr. Hamer voting in the negative.

When, on motion of Mr. Mallory, the committee adjourned to meet on Monday, the 18th inst., at 10 o'clock in the forenoon.

CHARLES NAYLOR, Chairman.

COMMITTEE-ROOM ON NAVAL AFFAIRS,  
Monday, Feb. 18, 1839.

The committee met at 10 A. M., in pursuance of adjournment. Present, Messrs. Chambers, Ingham, Lyon, Mallory, McClure, and Naylor.

The minutes of the last meeting were read and approved.

Mr. Chambers offered the following resolution:

(No. 4.) *Resolved*, That the chairman obtain from the Navy Department the names of the officers of the squadron recently under the command of Captain Jesse D. Elliott in the Mediterranean, and their present situations and residences, and whether on distant service or not.

The question being put on the resolution, it was unanimously passed in the affirmative.

Mr. Hamer then appeared.

Mr. Naylor offered the following resolution:

(No. 5.) *Resolved*, That the chairman of the committee be directed to request the Secretary of the Navy to issue an order for the attendance before this committee, at as early a period as practicable, of the following named officers of the United States navy: Lieut. John Colhoun, Passed Midshipman Charles Crillon Barton, and Lieut. Hunter.

Mr. Hamer moved to amend the resolution, by striking out all after the word "*Resolved*," and adding the following:

That an interference by the House of Representatives, in the disputes that occur between the subordinate officers of the navy and their superiors commanding squadrons, is an injudicious exercise of power, if not an encroachment upon the rights of the Executive, and is calculated to produce insubordination in that important arm of the national defence.

*Resolved*, That the appropriate remedy for such subordinate officers, is an appeal to the Secretary of the Navy for a court of inquiry to investigate the charges exhibited against their superiors; and from this decision the party aggrieved may appeal to the President, who, by the constitution, is commander-in-chief of the navy; he, as well as the Secretary, being liable to impeachment for a wilful or corrupt violation or neglect of duty.

*Resolved*, That there is no evidence before this committee of a refusal, by the present Secretary of the Navy, to perform his duty in relation to any charges against Commodore Jesse D. Elliott.

*Resolved*, That the time allowed this committee (two weeks) is insufficient to enable them to make a full and thorough examination of the subject committed to them; that even a limited and partial examination would require them, contrary to the duty they owe to their immediate constituents, and to the country at large, to be absent, daily, during the sittings of the House at this important period of the session; and their proceedings, when published, would probably do great injustice to the persons concerned.

*Resolved, therefore*, That it is inexpedient to commence the investigation; and that the chairman report these resolutions to the House, and ask that the committee be discharged from the farther consideration of the subject.

On motion of Mr. Mallory, the committee adjourned until to-morrow morning the 19th inst., at 10 o'clock. Ayes 5, nays 2.

Messrs. Ingham, Hamer, Lyon, Mallory, and McClure, in the affirmative; and Messrs. Chambers and Naylor in the negative.

So the committee adjourned.

CHARLES NAYLOR, *Chairman*.

COMMITTEE-ROOM ON NAVAL AFFAIRS,  
Tuesday, Feb. 19, 1839.

The committee met at 10 o'clock, A. M., in pursuance of adjournment. All the members of the committee present.

The minutes of the preceding meeting were read and approved.

The subject before the committee being the amendment moved by Mr. Hamer yesterday to Mr. Naylor's resolution, Mr. McClure asked that the ques-

tion be taken separately upon each resolution of the amendment.

The first resolution of the amendment being under consideration,

Mr. Lyon moved to add to the end thereof the following: "but, in the opinion of this committee," it is competent for the representatives of the people to investigate any abuses alleged to be committed by officers in command of squadrons, and to provide by law against a recurrence of such abuses; and moreover to investigate and ascertain whether the head of the Navy Department may have used such means as are placed in his hands by law to punish and prevent such alleged abuses."

The question being put on Mr. Lyon's amendment to the amendment, it was adopted: yeas 6, nays 1.

Those who voted in the affirmative are, Messrs. Chambers, Ingham, Lyon, Mallory, McClure, and Naylor. The one voting in the negative is Mr. Hamer.

Mr. Mallory moved further to amend the first resolution of Mr. Hamer's amendment, by striking out, after the word "power," the words "if not an encroachment upon the rights of the Executive."

Which amendment to the amendment was adopted: yeas 6, nays 1.

All the committee voting in the affirmative but Mr. Hamer, who voted in the negative.

Mr. Lyon moved further to amend the amendment, by striking out the words "an injudicious exercise of power," and inserting, in lieu thereof, the following: "is a power which ought, at all times, to be exercised with caution."

The question being put on Mr. Lyon's amendment to the amendment, it was adopted; yeas 6, nays 1.

Those who voted in the affirmative are, Messrs. Chambers, Ingham, Lyon, Mallory, McClure and Naylor; and he who voted in the negative is Mr. Hamer.

The question then being put on the amendment as amended, it was passed in the affirmative: yeas 5, nays 2.

Messrs. Ingham, Hamer, Lyon, Mallory, and McClure voting in the affirmative; and Messrs. Chambers and Naylor in the negative.

The second resolution of Mr. Hamer's amendment being under consideration,

Mr. Lyon moved to insert, in the first line, after the word "the," the word "most," which motion was adopted: yeas 4, nays 3.

Messrs. Chambers, Lyon, Mallory, and Naylor, voting in the affirmative; and Messrs. Hamer, Ingham, and McClure, in the negative.

The question being then put on the second resolution of amendment as amended, it was passed in the affirmative: yeas 5, nays 2.

Messrs. Hamer, Ingham, Lyon, Mallory and McClure voting in the affirmative; and Messrs. Chambers and Naylor in the negative.

Mr. Hamer then withdrew the third resolution of his amendment.

The fourth resolution of amendment being under consideration, Mr. Hamer modified it, by striking out the words "two weeks."

Mr. Mallory moved to amend it, by striking out the following concluding words of it: "and their proceedings, when published, would probably do great injustice to the persons concerned."

And the amendment to the amendment was carried: yeas 4, nays 3.

Messrs. Chambers, Lyon, Mallory, and Naylor voting in the affirmative; and Messrs. Hamer, Ingham, and McClure in the negative.

The question being then put on the amendment as amended, it was carried in the affirmative: yeas 4, nays 3.

Messrs. Hamer, Ingham, Mallory, and McClure

voting in the affirmative; and Messrs. Chambers, Lyon, and Naylor in the negative.

The fifth resolution being under consideration, Mr. Mallory moved to amend it, by striking out all after the words "*Resolved, therefore,*" and inserting the following: "That it is inexpedient to commence the investigation at this time; and that the chairman report these resolutions, with the journal of our proceedings, to the House, together with the opinion of this committee that the subject matter referred to them by the resolution of the House of the 14th instant, requires investigation, and that he ask that the committee be discharged from the further consideration of the subject."

The question being put on this amendment to the amendment, it was carried in the affirmative: yeas 6, nays 1.

Messrs. Ingham, Lyon, Chambers, McClure, Mallory, and Naylor voting in the affirmative; and Mr. Hamer in the negative.

The question being then put on the fifth amendment, as amended, it was passed in the affirmative: yeas 4, nays 3.

Messrs. Ingham, Hamer, McClure, and Mallory voting in the affirmative; and Messrs. Chambers, Lyon, and Naylor in the negative.

The question then recurred on the resolution of Mr. Naylor, as amended; and being taken, was carried in the affirmative: yeas 4, nays 3.

Those who voted in the affirmative are, Messrs. Hamer, Ingham, Mallory, and McClure. Those who voted in the negative are, Messrs. Chambers, Lyon, and Naylor.

The following is the form in which the resolutions passed:

*Resolved*, That an interference by the House of Representatives in the disputes that occur between subordinate officers of the navy and their superiors commanding squadrons, is a power which ought at all times to be exercised with great caution, and is calculated to produce subordination in that important arm of the national defence; but, in the opinion of this committee, it is competent for the representatives of the people to investigate any abuses alleged to be committed by officers in command of squadrons, and to provide by law against a recurrence of such abuses; and, moreover, to investigate and ascertain whether the head of the Navy Department may have used such means as are placed in his hands by law, to punish and prevent any such alleged abuses.

*Resolved*, That the most appropriate remedy for such subordinate officers, is an appeal to the Secretary of the Navy for a court of inquiry to investigate the charges exhibited against their superiors; and from this decision the party aggrieved may appeal to the President, who, by the constitution, is commander-in-chief of the navy; he, as well as the Secretary, being liable to impeachment for a wilful or corrupt violation or neglect of duty.

*Resolved*, That the time allowed this committee is insufficient to enable them to make a full and thorough examination of the subject committed to them; that even a limited and partial examination would require them, contrary to the duty they owe to their immediate constituents, and to the country at large, to be absent, daily, during the sittings of the House, at this important period of the session.

*Resolved, therefore*, That it is inexpedient to commence the investigation at this time; and that the chairman report these resolutions, with the journal of our proceedings, to the House, together with the opinion of this committee, that the subject-matter referred to them by the resolution of the House of the 14th inst., requires investigation; and that he ask that the committee be discharged from the further consideration of the subject.

CHARLES NAYLOR, *Chairman*.

SPECIAL COMMITTEE,  
*Naval Committee-room, Feb. 20, 1839.*

The committee met at 10 o'clock, A. M. All the members present but Messrs. Hamer and McClure.

The minutes of the preceding meeting were read, amended, and then affirmed; and the committee adjourned sine die.

CHARLES NAYLOR, *Chairman*.

## BIOGRAPHY.

### SKETCH OF GEN. ROGER NELSON.

BY A CITIZEN OF FREDERICK CO., MARYLAND.

"Sword which sleeps in thy sheath,  
Hear'st thou not the trumpet's breath,  
Where the column, deep with death,  
"Furies for thy crest!  
Know'st thou not the lot is thine  
Glittering in the sun to shine,  
Foremost mid the forming line!  
Wake thee from thy rest!"

*Patten.*

Perhaps no single county in any State of our Union, furnished better soldiers in the war of independence than Frederick county, Maryland. From this favored spot issued forth to the bloody field O. H. Williams, Beatty, Ford, Weltner, and Everheart; who either ended their career in the storm and fury of battle, or triumphed in the shout of victory. To this patriotic band should be added ROGER NELSON, who was born near the Point of Rocks on the Potomac, in 1762, and in 1780 entered as a cadet in the old Maryland line, which for courage and discipline was hardly exceeded by Caesar's tenth legion, or the imperial guards of Napoleon. In the summer of this year he was united to the southern army, now commanded by Gen. Gates, the conqueror of the ill-fated Burgoyne. The American General left his country seat in Berkeley county, Virginia, in July of this year, and reached head quarters on the 25th, where the command of the troops was surrendered into his hands by the Baron De Kalb. Great distress prevailed; ammunition, arms, and provisions were wanted; the militia were undisciplined; the inhabitants disaffected; the country laid waste by a victorious foe; our countrymen slaughtered by the relentless legion of Tarleton; families flying in grief and despondency, and several of the southern States in the actual occupation of the royal army. Gates took his position at Rugley's mills, Lord Rawdon at Camden. Cornwallis himself arrived on the 15th of August, and assumed the command. Both armies took up the line of march about half past two in the morning of the 16th August, 1780, and met unexpectedly in the woods, where considerable skirmishing continued for some time, eventuating in some loss and much confusion among our troops. From this disastrous commencement they seem not to have recovered during the day. Gates displayed but little skill, either in the plan of battle or its execution. The Continentals under Smallwood, Stevens and De Kalb performed deeds of daring on that day worthy of their former fame. Neither the shameful flight of the militia, nor the destructive fire of the British van, could induce them to yield the battle field, until nearly 400 were slain, and many hundreds wounded and taken prisoners. The brave Baron, with all the composure of a philosopher, and the calm fortitude of an accomplished soldier, yielded up his spirit on the spot where he fell, with the most ardent prayers for the prosperity of the country, to obtain whose independence he had left his native land, and encountered all the accidents "of flood and field."

In this disastrous conflict, young Nelson fought with all the native intrepidity of his character. In the retreat he was wounded and fell. A merciless band of the enemy surrounded him, and before their vengeance was gratified, he received several flesh wounds. In vain did he cry for quarters; their response was, "we will quarter you." Weltering in blood, exposed to the vertical sun, without any assistance or refreshment of any sort, he lay on the sand until life was almost extinct. He

was, however, providentially discovered, his wounds dressed, and borne away a prisoner to Charleston, South Carolina. He is now in the hands of an exulting and triumphant enemy, far from his friends and fellow soldiers, ignorant of his future fate; depending for the restoration of his health on the care of those who felt no interest in the result; his beloved Maryland line dispersed amid the disastrous reverses of war; many of his companions, to whom he was attached by the tenderest ties, slain or captured; the star of his country obscured by clouds, and the hope of liberty nearly extinguished.

In this sad and painful condition of body and mind, young Nelson continued for some months, until he was exchanged, and was soon after appointed lieutenant in the regiment of cavalry commanded by the celebrated Col. William Washington, then whom Mural himself was neither more brave or skilful. His wounds being now healed, he entered on the duties of his rank with zeal and enthusiastic ardor. His chief, alone, was a tower in the day of peril; he inspired every bosom and nerved every arm. When the bugle sounded for battle, each soldier watched the eye of their Colonel, and panted for the contest as they beheld, in his manly visage, the spirit of patriotism animating and lighting up every feature of his noble countenance. It was the good fortune of Nelson to serve under the chivalric Colonel at Guilford Court House on the 15th March, 1781. Greene was now the successor of the ill-starred Gates, and after a great variety of military manœuvres, which alike signalized the skill both of himself and Cornwallis, those two accomplished commanders resolved this day to try once more the fortune of war. The royal army was composed of the best troops, led by the bravest officers; at the head of the American army was Greene, second to none but the father of his country, whom none could equal. Greene selected his ground very advantageously, and made the most skilful disposition of his forces. His right flank was commanded by Col. Washington. Leslie, Webster, O'Hara, and Cornwallis brought up their troops with admirable coolness and skill, and attacked our line with their usual bravery and perseverance. The battle soon raged with fury; the best troops of both armies met in deadly strife; the roar of artillery and small arms was heard throughout the surrounding country. Victory seemed doubtful; the shout of advancing columns re-echoed through the neighboring woods. For more than two hours the contest was every moment more terrible, and the patriotic bosom of Greene alternately filled with the bright visions of hope, and the suggestions of despair. In the midst of the engagement, Washington charged the British guards with great fury, and broke their ranks. Sergeant Everheart, who had been prevented from participating in the conflict from severe wounds received at the Cowpens on the preceding 17th Jan., (the good old man yet resides in Middletown valley,) says that he witnessed the charge from the top of an hill, where Washington had left him for the protection of the baggage wagons. He declares it was one of the most splendid feats which occurred during the war. At this moment the infantry rushed to the aid of the cavalry, and the slaughter of the British was severe. It was now that Capt. Smith, of Baltimore, cut down the commander of one of the battalions of the enemy. The circumstances were related to me by the late Col. Anderson, of Montgomery county, who fought on that day as a captain in Guany's regiment. He happened to be very near when the event occurred. Smith had been captured at Camden, and while a prisoner had been cruelly treated by this very officer; when bidding him adieu on his exchange, Smith sternly remarked: "if the fortune of war should ever bring us in conflict in the same field, be assured that your tyranny shall be surely repaid." On the day prior to the battle of Guilford, Anderson saw Smith busily

engaged in sharpening his sword, with the fixed purpose of fulfilling his threat should opportunity offer. That determination was fatally gratified, for he fell a lifeless corpse at the feet of the injured American.

Military men agree that the battle of Guilford was a well fought action, and that both armies were alike brave and undaunted. Nelson conducted himself with courage and coolness throughout the whole conflict. Our loss in killed, wounded and missing, was 14 commissioned officers, and 312 non-commissioned officers and privates; that of the enemy 532, among whom were Lieutenants Colonel Stewart and Webster, two of the finest officers in the army of Cornwallis. Greene, it is true, retreated, but only with the view of soon again seeking battle with his highly gifted adversary. From this time the hostile armies were constantly engaged in the boldest efforts of partisan warfare; in recruiting and disciplining their troops; in carrying on the siege of Ninety Six, and in harassing each other by all the stratagems of warfare. In the Carolinas and Georgia, the civil war in the summer of 1781 raged with unmitigated fury and violence. Lord Rawdon left America early in the fall for England, and the command devolved on Lieutenant Col. Stewart. On the morning of the 8th of Sept., 1781, at the Eutaw Springs, the two armies met. Greene arranged his forces with much skill. Washington, with his cavalry, and the infantry of Kirkwood, formed his corps de reserve. As the continental troops came into the engagement, Washington was ordered to act on the left. After viewing the situation of the enemy, he determined to turn their right flank, commanded by Majoribanks, and to charge its rear. In this charge, to the unspeakable mortification of Lieut. Nelson, he saw his gallant commander wounded, his horse killed under him, and ere he could be disengaged, taken prisoner. This obstinate battle lasted nearly four hours; the loss on each side was estimated at about one thousand, and but for the protection afforded the British troops, who sheltered themselves in a brick house, whence they destroyed great number of our men at every fire, the royal army must have been cut in pieces, or have surrendered at discretion. Thus ended the brilliant affair at Eutaw, unequalled by any other engagement during the Revolution. The British power in the south was at once annihilated. Confidence in the justice of our cause and the valor of our troops was restored and increased, and peace began to dawn once more on our distracted and impoverished country. Lieut. Nelson, however, still remained with the army until it was disbanded after the capitulation of Yorktown.

Through these various and appalling scenes he had passed before he attained his twentieth year. In 1783, on his return to Maryland from the army, he studied law in the office of William H. Doisey, in Georgetown. He subsequently removed to Taney town, and in that small village commenced his professional career, whence he soon after came to Fredericktown, where he acquired a very extensive practice.

His manners were popular; his life had been full of thrilling incidents; the fortunes of a soldier attracted public attention; and his friends soon clustered around him, feeling strong interest in his welfare. Politics now excited the general attention, and in '95 he was elected to the house of delegates of his native State. In 1800, and oftentimes afterward, did the voice of Frederick county return him to the same seat with renewed marks of favor and approbation. In one of the warmly contested campaigns, when he was opposed by a very influential man, he discovered that the immense assemblage which had collected at Westminster to hear the candidates on the hustings, was somewhat unfavorable to his pretensions, and that he was likely to lose their support. All his arguments seemed to avail but little. Suddenly he opened his bosom and dis-

played to their view the scars received at Camden; it operated like an electric shock; he at once wielded the multitude with the same effect as did Anthony when he bid the Romans look on the dead body of Cæsar, and by this happy stratagem ensured his election by a triumphant majority. During Mr. Jefferson's administration, Mr. Nelson was chosen representative to Congress, from the district composed of Frederick, Washington, and Allegany counties, and notwithstanding frequent opposition, so great was his popularity that he never lost an election. During all this stormy period of our history, when the unjust decrees of Bonaparte on the one hand, and the British orders in council on the other, were destroying neutral commerce, and depriving us of our natural right to navigate the ocean, Mr. Nelson stood up the bold, uncompromising advocate of all the measures adopted by the administration to protect our commerce. And when naught but an appeal to the sword would avail, we find him advocating the declaration of war in June, 1812, with all the zeal he had displayed in early life. He believed that all negotiation was fruitless, and he relied on the courage and patriotism of our gallant seamen and soldiers to vindicate our wrongs. The result equalled his expectations. Soon our banner was respected in every sea. Hull, Decatur, Bainbridge, and Perry, taught Britannia that she did not "rule the waves;" while the plains of Bridgewater and Orleans evinced yet to the world that the fire of the revolution was not extinct. Before the war closed, however, declining health compelled Mr. Nelson to retire from political life.

In 1793 he organized a troop of cavalry, and in 1794 was, as its commander, actively engaged in suppressing the insurrection in Pennsylvania during the administration of Washington, and some years afterwards was appointed a brigadier general of militia. He died in May 1815. Such is an imperfect outline of the public life of Gen. Roger Nelson. That he was a brave soldier and tried patriot must be conceded by all; that throughout his long and arduous career in the political world, love of country was the first and last wish of his heart cannot be denied. As a lawyer he was not profound, but with a jury of Frederick county he was irresistible. His popularity was so deep-rooted, and his manner so persuasive, and withal laying hold of the strong points of a cause, he would in a few minutes make so deep an impression on the minds of those who heard him, that his ablest opponents would endeavor in vain to eradicate it. But in popular assemblies, few men in Maryland were more powerful; he wielded the passions of the multitude with the hand of a master; he could never be vanquished when on the hustings. Bred up amid the bustle of camps, and the clangor of arms, he seemed to court the storm and commotion of our elections, and as the blast became more terrible, so was he more self-collected and firm.

#### MISCELLANY.

**THE EDDYSTONE.**—We feel pleasure in stating that, through an examination by the competent authorities sent here from the Trinity Board, it is ascertained that the Eddystone Light House has not sustained the slightest injury during the late severe storm. The report forwarded from this port to London, that it was feared that the light house had been severely damaged, created, as might have been imagined, great sensation; and an engineer (Mr. Burgess,) and a member of the Trinity Board, were immediately despatched to ascertain the extent of the injuries, and preparations were made to place a floating light near the rock if it should be found necessary. We are enabled to state, from what we consider undoubted authority, that it has been found that the noble structure has not received the slightest damage.—*Plymouth Herald.*

**COMPLIMENTS TO QUEEN ADELAIDE.**—An officer of the U. S. ship of war Cyane, writes to the Boston Post, that she was at Malta, when the Dowager Queen of England arrived in the Hastings 74, and that she was much pleased with the salute given by the American vessel. He then relates the following:

Our Captain has had a very severe attack of the gout, under which he is still laboring. The queen's barge passed us the other day, her Captain steering, when the English Commander rose, and inquired in behalf of the queen for Capt. P.'s health. Capt. P. answered for himself, and holding up his crutches, flourished them in the air, as the crew cheered the queen from the yards. Her majesty was pleased to bestow upon us some of her sweetest smiles.

Preparations for foreign war are in progress. A circular from the Recruiting Department of the Horse Guards, directs commanding officers to recruit their respective regiments, if stationed at home, to "their full establishment of and if abroad, not in India, to "769 rank and file; "739 rank and file"; and this order is to be executed "with the least possible delay." Another announcement of the week is, that several ships of war are to be put in commission, and fitted for immediate service. Among them is the Powerful, to be commanded by the gallant Captain Napier, and sent to the Mediterranean.—*London Spectator.*

**A CURIOUS CASE.**—Among the numerous petitions presented to the House of Representatives of the United States, on Monday, the 4th Feb., was one from the family of a poor carpenter who was killed by a cannon shot in the attack of the Leopard upon the Chesapeake, in 1807. This petition represents that by an arrangement made between the British and American Governments, the former agree to make a satisfactory pecuniary provision for the families of the persons killed and wounded in the affair; that the British Government, accordingly, obtained the necessary evidence as to the identity of the individuals to be remunerated, and holds itself ready to make "satisfactory provision" at any time when the American government will say that the provision tendered is "satisfactory." The Government of the United States refuses to say any thing in the matter. The British Government insists that, by the arrangement, it is bound to "satisfy," the United States, and that the United States must say that the provision offered is "satisfactory." Thus has the matter stood for two and thirty years; about as queer a piece of diplomatic punctilio as was ever heard of.

**IRON STEAMER.**—The Liverpool Albion of the 21st January contains a description of the performance of an iron steamer, the Robert F. Stockton, built for the Delaware and Raritan Canal Company, of New Jersey. The Albion says—

"We are gratified in giving the results of some of her first experiments on the Thames. On Saturday week she was on the river with a party of about thirty gentlemen, invited to witness her performance, all of whom were quite astonished at her speed, nine miles being run, with the tide, in thirty-five minutes. Suppose 2 1-2 miles allowance for the tide, there would be left full twelve miles an hour for the speed of the boat. But her triumphant experiment was made on Wednesday last, when she was put to the task she was designed for, showing her power for towing.

"Four loaded coal-barges were made fast to the Robert F. Stockton, making, in all, 59 feet 1 inch beam with square ends and upright sides, besides the steamer. All ridiculed the idea of attempting, with so small a boat, to tow such an immense ugly mass; and the coal-heavers swore they would 'eat her if

she moved them at all.' In less than one minute from the starting of the engine, it was at the speed of forty-nine revolutions in a minute, and actually towed the whole one measured mile in eleven minutes, the water being perfectly still."

The frigate *Inconstant*, Captain Pring, arrived at Halifax, 17th Feb., from Cork, with detachments of the 69th and 37th regiments. The remainder of the former had already arrived from Barbadoes, the latter from Jamaica.

**EXTRAORDINARY PASSAGE.**—We mentioned on Thursday the arrival of the frigate *Inconstant*, Capt. Pring, at Halifax, with troops. We learn from our correspondent that the whole passage was made in 21 days from Cork, but that soundings were reached off Sable island on the *eleventh* day. From this point to Halifax the run is sometimes made in 24 hours; and if the *Inconstant* had been as fortunate to the end as she was in crossing the Atlantic, she would have made the passage in 12 days.

We further learn from our correspondent that the *Hercules 74* was hourly expected at Halifax, from Portsmouth, with the 2d battalion of the rifle brigade. The Nova Scotians, and especially the people of Halifax, are kept in high good humor by these constant arrivals of troops, as well on account of the gaiety and animation their presence causes, as of the impulse given to all kinds of business. The expenditures of each regiment are calculated at about £4,000 per annum, and as there are generally three or four regiments stationed at Halifax, the circulation of money is kept up very freely.

The harbor of Halifax was completely closed with ice on the 9th inst., so that vessels could neither get in nor out, and loaded teams were constantly crossing on the frozen bridge provided for them by Jack Frost.—*New York Com. Advertiser*.

**RUSSIAN RAILROAD.**—We are under obligation to a gentleman, thoroughly acquainted with some of the principal railroads in Europe, for the following notice of the rail road from St. Petersburg to Zarskoe-Selo and Pawlowsk.—*Boston Daily Advertiser*.

Capital expended: five millions of roubles assigned, or 1,050,000 dollars.

Total length, 17 English miles.

Months.	NUMBER OF PASSENGERS,			
	between St. Petersburg & Zarskoe-Selo.	between Zarskoe-Selo and Pawlowsk.	Gross.	
1838.				
May	50,820	9,350	92,805	20
June	83,030	33,664	155,353	—
July	66,469	34,118	114,130	40
August	73,191	26,988	124,759	90
September	63,513	16,134	99,705	54
October	44,896	4,911	59,887	39
November	35,732	2,869	56,867	14

Total for 7 ms. 417,653      117,134      703,540      48

The line from St. Petersburg to Zarskoe-Selo was opened on the 4th of April; the line from Zarskoe-Selo to Pawlowsk on the 22d of May, 1833, Russian calendar.

There are four different classes of passenger cars, with the following prices:

First class, for 15 miles to Zarskoe-Selo	50 cts.
Second class, for do	37½
Third class, for do	25
Fourth class, for do	12½

As the greatest number of passengers prefer to take seats in the third and fourth classes, the average receipt from each passenger going 15 miles to Zarskoe-Selo was 31 cents, or two cents per mile.

The gross income of the above mentioned 7 months was 14 per cent. of the whole capital invested in the railroad; but the expenses of working the line being so heavy, the Directors declared only a half yearly dividend of *four per cent.* on the shares.

We observe, that it has been ascertained, that the number of passengers between St. Petersburg and Zarskoe-Selo was, before the construction of the rail road, equal to 178,000 per year, while on the rail road their number will not be less than 550,000 to 600,000. This great increase arises, without doubt, from the reduction of prices, the stages having charged 68 cents; this is now reduced to an average of 31 cents.

**RUSSIA AND CIRCASSIA.**—The following is an extract of a letter dated Odessa, Dec. 13, published in the *Commerce of Paris*:

After a short suspension, the Circassians have recommenced hostilities. By letters from Anapa we learn that, on Nov. 21, a corps of 3,000 Circassian horse of the tribes of the Abazas and Tichetsenets, commanded by the Abazian Prince, Dury Ichluo, and the Russian deserter, Petrowaki, made an incursion into the plains of Alazane, where the Russians have lately established military veteran colonies, and sacked eighteen of the new villages, massacring all the men and aged women, and carrying off to the mountains the young women, with all the cattle. Contrary to their custom, they refrained from burning the houses, with the single exception of an old Hetman of the Cossacks, named Wirzoline, against whom they had a rooted animosity on account of some act of treachery committed by him. The Cossacks of the line and those of the Don, under Gen. Orloff, marched to the assistance of the colonists, but they had scarcely come within the boundaries of the plane, than they were attacked by the Tichetsenets, and driven back, with a loss in killed and wounded estimated at 4,000 men. The colonists massacred are said to amount to 1,500. This event has so much alarmed the Russian generals, that they have resolved to act only on the defensive, and have concentrated their forces at Tiflis, Derbent, Anapa, and Soukoun Kale. Desertion from the Russian army increases daily; the regiment of Imeritia alone has lost no fewer than 240 men between October 1st and November 29th. In Georgia discontent has risen to a great height. In many parts of this province the inhabitants have murdered the tax-gatherers, and the soldiers who endeavored to protect them. The governor general has called in a numerous body of Don Cossacks of the Black sea; although considered to be the most faithful and the bravest troops of the whole army, have been kept at a distance from the line of the Caucasus, because it has been found that they have a strong repugnance to act against the Circassians. It is positively stated that a distinguished Polish officer of high rank, whose name for the present we are obliged to suppress, is on his way to the Circassians, by whom he has been invited to lead them against the Russians. He is said to be accompanied by several other officers. General Grabie has sent off an express from Anapa to Saint Petersburg, demanding a considerable reinforcement of troops.

**THE TURKISH FLEET.**—The admiralty have issued a circular to the older passed midshipmen and mates, offering them employment in the Turkish navy, with a step of rank *while so employed*, without, however, as we understand, any guarantee of future promotion in the British navy.

**MORTALITY OF GENERAL OFFICERS IN FRANCE.**—During the last forty-five years, viz: from 1792 to 1837, it has been calculated that 281 French generals have died a violent death; of these 170 fell on the field of battle; 55 died in consequence of their wounds; 20 were sentenced to death, and shot; 13 were assassinated, and 14 committed suicide.

OFFICIAL ARMY REGISTER, 1839.—Just published and for sale at this office. Price 50 cents.

March 7.



## WASHINGTON CITY ;

THURSDAY, ..... MARCH 14, 1839.

We have copied from the Missouri Saturday News the comments of the editor of that paper (Major ALPHONSO WETMORE, late a Paymaster in the army) on the occasion of a request by the Committee of Pensions of the Senate, to be discharged from the further consideration of his petition.

We are not astonished at the indignation manifested by the Major, who bears a high character for gallantry and rectitude; for sooth to say, the deaf ear turned upon petitioners for justice is well calculated to arouse that feeling of disappointment, arising from "hope deferred, which maketh the heart sick." While claimants are knocking at the doors of Congress, asking but for their just rights, the members within are engaged in disreputable personal altercations, or in party electioneering. The time has passed by when members of Congress were regarded as a superior order of beings, the *élite* of the country. There are some, whom it would have been more to the credit and interest of the nation to have left at home.

Major WETMORE has committed one error, which deserves correction: Congress was not in session at the time of the conflagration of the capitol; that event occurred on the night of the 24th of August, 1814, (and well do we remember it.) An extra session was immediately afterwards called, and rooms provided for its deliberation in the building then occupied by the General Post Office.

POSTAGE.—We are requested by a correspondent to give our ideas on this head, and we do so readily. On all communications of general interest to the profession or to the public, or transmitting intelligence, we are ever willing to pay postage. But on such as are of interest to a particular corps, or branch of service—when grievances are complained of, or abuses pointed out—the writers should pay the postage on their own letters. It may, perhaps, be difficult to decide what communications are of general, and what of partial, interest. Among the latter we should class the two last communications, received from the writer who puts the query to us—each of them charged 75 cents.

## ARRIVALS AT WASHINGTON.

Mar. 9.—Lieut. E. P. Scammon, Top. Engrs., Fuller's.  
Capt. G. H. Crosmun, A. Q. M. do.  
11—Lt. Col. G. Talcott, Ordnance, Gadsby's.  
12—Major E. A. Hitchcock, 8th inf., Fuller's.

## PASSENGERS.

CHARLESTON, March 9, per steam packet Gov. Dudley, from Wilmington, Gen. Wool, U. S. A., and servant; Major A. S. Maccomb.

We learn that the first division of Pennsylvania militia under the command of Major General Patterson, promptly volunteered their services to the President, under the act recently passed by Congress, to raise fifty thousand men.—*Philadelphia Herald*.

Mr. R. Ogden Glover, of this city, has received the appointment of Secretary to the Pacific Squadron, and will embark in the frigate Constitution, at Norfolk.—*N. Y. American*.

## COMMUNICATIONS.

## ESPRIT DE CORPS.

It is to be deplored that there is not more *esprit de corps* in the army, or rather that this *esprit de corps* has not more influence over the personal intercourse of officers.

What is this *esprit de corps*? We do not know the exact technical meaning attached to it by the lexicographers; and we have no dictionary near us to which we can refer for satisfaction. But, nevertheless, the phrase carries a definite idea to our minds, and we think we know its acceptation among military men generally. By *esprit de corps* we understand that *esprit*—that feeling which, with regard to the profession of arms, makes us proud of that profession, jealous of its reputation, prompt to notice and to resent any indignity offered to it, either directly or indirectly, and solicitous to advance its interests. These are some of the effects of *esprit de corps* among military men. When properly cherished, and when entertained by liberal and sensible men, who know its value, and its liability to misuse, it is productive of the most beneficial results. We do not wish to see this feeling so narrow and prejudice the minds of officers as to cause them to believe that, compared with the military profession, all other professions and callings are low and menial, and worthy only of ignoble spirits. We do not wish officers to think that the army comprehends all the chivalry, all the generosity, all the magnanimity, and all the talent and learning of the country. If this were the effect of *esprit de corps*, we should deprecate it as the very worst enemy to the army. But within the limits proposed, and with reasonable restrictions, this spirit certainly merits encouragement, for its legitimate tendency is to elevate and dignify the profession of arms.

We are gratified to observe among the officers generally, with whom we have had the honor to serve, a good degree of liberal and generous *esprit de corps*. But candor, and a faint, but sincere, hope of remedying the evil, force us to admit that there is a lamentable deficiency of *esprit de corps* among some officers in one respect. We allude to the manner in which we have heard some officers speak of other officers, to citizens who were ignorant of the characters of either party. It is a source of the most painful humiliation to us to bear testimony to the fact that some officers have been known to speak to citizens in terms of the most unqualified disparagement of some of their military comrades. It is due to our profession to say that this practice is by no means general in the army. On the contrary, it is rather rare. But it notwithstanding prevails among some officers who, in other points, are very worthy, unexceptionable gentlemen. But is not their conduct in this regard an evidence of a want of reflection or of judgment? We hope, we believe, it is; and for the very reason that we do attribute this harshness of language towards brother officers to thoughtlessness, or to an incapacity for mental combination and inference, we are induced to write this brief article; for if we thought that the few who indulge in the reprehensible practice under consideration did so for the gratification of malice or ill-will, then their cases would belong to those hopeless ones which arise from a deep-seated ineradicable depravity of heart. But, as before intimated, we think it far otherwise; and this thought is parent to the hope that the practice we are discussing will soon be forever discontinued, as alike fatal to the peace of those who indulge in it, and injurious to the fair fame of the military profession.

We beseech those officers who are in the habit of endeavoring to impress citizens with an unfavorable opinion of certain of their companions in arms, to reflect for a short time, seriously and rationally upon their conduct. One of two results from this course must obtain: you will either succeed in your efforts,

or you will fail. In either case the citizen's idea of the officers as a body will be lowered; for if you succeed he will think it a disgrace to the army that it should contain such members as you describe—and if you fail, your efforts will recoil upon your own devoted heads, and the citizens will conceive the opinion of you that you labored to give them concerning the objects of your dislike—the same unfortunate result, therefore, accruing to the profession as before.

It should be constantly borne in the recollection of officers, that our profession is a very peculiar one, perfectly *sui generis*. Now lawyers, physicians, merchants, clergymen, and even tradesmen, should have enough professional pride to prevent them from publicly abusing their brethren in profession or calling.

But this *esprit de corps*—so essential to the harmony and the reputation of all bodies of men—is doubly, is indispensably so among officers of the army. They form a separate, an isolated body of men. Our profession is entirely distinct from, and totally unlike, all others. All other professions have some resemblance to each other in some point or another. Among other things, they are all peaceful employments; but ours is a warlike profession; and its chief use is in war, which introduces a totally different state of things from those which obtain in peace. Hence, with regard to other professions, we are "as wide as the poles asunder." But this very isolation, this very peculiarity, places us on an eminence, and thus exposes us to the prying gaze of the community. The eyes of the world are turned towards us, and any departure from the path of rectitude or propriety by an officer, is more conspicuous and excites more comment than would the slightest aberration by a civilian; the truth of which assertion can be proved by a reference to recent defalcations and rumors of defalcations. For these reasons, officers should be very cautious of the manner in which they speak of each other to persons not connected with the profession. The latter, either from jealousy, envy, or prejudice, but more frequently from curiosity, catch greedily at all reports and insinuations prejudicial to the character of officers; and so disconnected are we from civil calling, and so distinct a family do we form, that what is said to the disparagement of a particular member of the profession reflects very materially on the officers as a body. It cannot be said that we wish to encourage duplicity or deception; that we would have any person to "ascend to the seventh heaven" in praise of others of whom his real opinion is contemptuous. The principle which we recommend is detailed in a short sentence: When you can say nothing good in favor of a brother officer, keep silent. If you are required to say something, dwell on the favorable points in a character, but let nothing, except the safety or happiness of others, extort from you the discreditable features; for remember that you thereby injure your own profession.

There is another way in which the practice spoken of injures the profession. Among gentlemen who are inimical to each other, it is the universal practice for any two personal enemies to decline expressing any opinion in public concerning each other, unless that opinion is favorable. Now citizens, seeing officers who flagrantly violate this rule, draw the inference that officers generally are ignorant of the etiquette of life. Again, we think that officers of the different corps and regiments, and of the same corps and regiments, talk too much about each other among themselves. We too frequently see graduates of the Military Academy bringing their West Point prejudices against particular individuals of their class, and of other classes, into the army, and striving to prejudice older officers against persons whom they dislike. This should never be done. The person attempting it gains himself no credit by it. Let men come, and if they are unworthy, as you represent them, it will be known; if they are worthy, they will be esteemed accordingly.

In the remarks we have made on this subject, we have not sought to wound the feelings of any officers. What we have said was dictated solely through our esteem for the profession, and a sincere desire to benefit it. We trust that the errors on which we have commented—errors which carry in their train consequences of more magnitude than would be thought at the first glance—may be abandoned. If they regard us as forming a distinct family, let us show them that the members of this family have each other's honor and reputation deeply at heart.

AN OFFICER OF THE 3D ARTILLERY.

## INSCRIPTIONS OF CONSTANTINOPLE.

### No. 1.

[WRITTEN FOR THE NAVAL MAGAZINE, BY THE AUTHOR OF "A JOURNEY FROM VIENNA TO BELGRADE," AND FURNISHED FOR PUBLICATION IN THE ARMY AND NAVY CHRONICLE.]

Few travellers visit Constantinople without being struck with the simple elegance of her cemeteries, where repose so many millions of departed Islamites. In approaching the city from the sea of Marmora, they gaze with delight upon the tall cypresses which seem to watch over the offspring of those who planted them; or, as they gracefully bend their heads before the chill blasts of the Euxine, to weep over those whose tombs are sheltered under their ever-green foliage! Here and there, in the great city or its suburbs, they observe a spot of fair nature, which, let the season be what it may, bears the same hue; whilst the failing structures of art around them, bear evidence of the frailty of man's endeavors to construct a dwelling for the living, compared with the unchanging one which they make for the departed.

The east is the Eden of the imagination, and though full of recollections of past ages of glory, of riches, and of splendor, the traveller now seeks in vain for something new. Her languages are expressive of beautiful thoughts and ideas; but of these he is either ignorant, or their oriental form being so distinct from those of the west, they offer no beauties to him; her books also are yet unknown except to the student; most of them remain untranslated, for were they literally translated they would be, from difference of idiom, unpleasant; and if remodelled so as to suit the comprehension of the west, they would be no longer oriental.

Reform is far busier at work in Constantinople than many would suppose who are not residents there. In a few years, so much may it have wrought, that even her inscriptions will have assumed a new and modish form. The *Caouks* of the Janissaries have now nearly disappeared from the cemeteries; the *culaks* of the Derviches, the graceful turbans of the Effendis, and the more splendid rolls of the Imams, are fast giving way to the red *Fez* of the present reign. But as yet the same sculpture remains, as formerly; and the simple epitaph tells the traveller who reposes beneath the gilded marble slab.

The writer undertakes to give a few translations of the epitaphs, though without knowing what favor a work having its origin among the dead, may find among the living. They are specimens from among the tombs of the humble ranks of the people, for there only can the true character be learnt.

I commenced my walk at the cemetery of Rumely Hisar, on the European side of the Bosphorus. A high cliff overhangs it, and a cluster of Death's coronals—the never-fading cypress—standing up among the monuments, through which were occasionally visible the rugged rocks, producing a most romantic effect; here and there was a white marble pillar, with a lofty turban and inscriptions in letters of gold, an humble tomb without any insignia of rank or vocation, a rudely carved basket of fruit, or a bunch of flowers, showed the grave of the unpretending female. Three stones, as with us, form the common tomb; one, lying prostrate, covers the

body, and two rise at the head and feet, that at the head bearing the inscription. Around, rose the high minarets of the adjoining mosques; a village was at either side; the paved road passes in front, and beside it flowed the rippling water of the Bosphorus. Across its stream were the hills of Asia, the towers of the Conqueror of the Greeks, the valley of celestial waters, and the villa of Candilly. No wall encircled the objects of my visit, no bier, no death's head and ghastly bones, carved upon the cold insensible marble, frightened me away from the repose of the departed. The evening breeze murmured thro' the cypresses and pine branches, and these fair but sad trees appeared not the least injured by the effect of time, though they had outlived many generations, descendants of those who planted them. A mother sat gazing at the opposite shore, whilst her children played among the green grass round the tombs; an old man was similarly employed with myself, that is, in reading inscriptions; and what with the songs of the birds among the trees, and the voices of passers by, it was any thing than a melancholy spot.

No wonder the Mussulman is thoughtful and contemplative. His mind may dwell untiringly upon the tenets of his religion, which is full of reality and romance; and what seems to the traveller complications, are to him its dearest mysteries. From the rising of the sun until its setting, like the circle of time, every hour, every minute of his life, has its peculiar meditations and devotions. It is an angel which gave to him, yet in embryo, the human form, inspired it with life, and a spirit, and traced upon his brow whatever the Omniscient destined for him. Thus, what is to us lost in the hidden and the unknown, to the Mussulman is clear as day. His days are watched by guardian angels; by them he is preserved from evil; by them he is instigated to the performance of what is good and just. At the sun's rising, two of them offer up prayers for the devout and the liberal; when he performs his ablutions and prays, two intercede for him; throughout the day they continue to attend upon him, and they register his good deeds tenfold. Inspired laws point out to him not only his duties between man and man, but even those of his own domestic and private home; his repose is even watched over by an invisible guardian, and though he be poor and needy, what is to him the last and blessed of volumes quiets his mind by the prospect which it offers him, of comforts and sensual enjoyments at the close of his earthly career. At his decease two angels of Death visit him in his tomb, and receive a confession of his creed, viz: "My God is Allah, my Prophet Mahomed, my religion Islam, and my altar the Caaba." It is a meritorious action to assist in carrying his corpse to its grave, and how often in his walks has the traveller seen a pious Mussulman devoutly water the wild flowers which had sprung up round the tomb of some departed stranger.

How then can the Mussulman fear death? Why should his life be embittered with any misgivings of his future state? Suppose a Christian in his place—would he not run headlong into all the excesses which would shorten his mortal existence; feel no restraint; but thoughtlessly "seize the moment as it flies?" The Mussulman acts very differently, he calmly meets pleasures, and the reverses of fortune with a philosophic indifference; for they are nothing compared to the unchangeable and unending joys which await him; the grave appals him not, and he only avoids it as the close of his transitory earthly happiness.

Most epitaphs commence alike, viz: with the name of the Deity, and one or more of his attributes. The word *Hou* or *Houah*, I interpret Him, and is probably the Jehovah of the Hebrews. To change the form of expression would be to rob them, in the eyes of the traveller, of their greatest characteristic. The word by, *by!* is in Turkish peculiarly pathetic,

and signifies alas! alas! One would suppose that the deceased had written his or her own epitaph, for in the east the survivor never offers a pious panegyric as in the west; and it would seem only a dying lament, such as the Phœnix is said to offer upon her funeral pyre. They are always in rhyme, full of sensibility, and more of tranquil resignation than actuated sorrow. Sometimes, however, the lament is in the name of a parent or a friend, as in the following:

"*Him, the Eternal!*"

HALLI,

My beloved child,

I will often weep

Over this marble.

RAOUP BEY.

1235.

"*Him, one, and Immortal!*"

The moon was dim,

When her last parting beams fell

Upon thy cold icy frame.

Scarcely hadst thou entered thy 7th year,

DEAREST FATIMAH.

My tears had dimmed my eyes,

With a veil so thick,

That I no longer saw that moon,

For it faded with thee from my sight

On the borders of thy tomb.

1239.

"*Immortal and Only God!*"

Loved image of Joy!

How oft have these arms pressed thy form!

But the Eternal,

For his own wise end,

Deprived me of my all on earth,

MY ADIJAH.

Loved daughter, and my only child,

When the breath of Divinity

Reanimates thy ashes,

Then will we meet again.

Rear with thee, to the home of the blest

This tear, which I shed on thy untimely tomb,

It will not be the last.

1189.

"*Him, the Only God!*"

My young and fresh AYESHIA is no more!

by! by!

Suffering has withered my heart,

by! by!

Sun of the early morn

Shed thy rays upon her tomb,

by! by!

My father, Talin Aga, and his wife,

Are drowned in tears,

by! by!

Who will console thy mourning parents?

by! by!

Fly to thy happy Paradise.

Shaalal the 6, 1242.

"*Him, the Supreme!*"

The Pilgrim of Mecca, HOSREN BEY, weeps o'er the tomb of his wife, who expired 7 days after the birth of her infant child. The All Powerful will give her spirit to drink from the cup of the Blest. May she meet in Paradise her Fatimah—alas! they are no more. 1235."

"*Him, the living Eternal!*"

Under these marble, at the foot of these cypresses, among these rose trees, I have buried my treasure—my ZIVAH. She trembled not on the border of the garden of the Faithful; she already knew that the Kiosk and the Serag of joy were prepared for her abode. Ayesha, 1227."

"*Him, the Immortal!*"

Learn what is found on the ocean, and on the dry land; sleep not; play; labor from morning till night, that spirit of darkness may not surprise thee; be faithful, and reveal thy secret to no one; act justly, so that the prayers of the just may accompany thee to the other

world. God! shed thy light over thy slave, SHEM-SEDDEEN, at the day of judgment, that he may drink of the nectar which thou hast promised to the elect of Mecca, and of the Prophet, the well beloved."

*"Infinite God!"*

Scarce had I reached my 18th year when I resembled a rose caressed by the zephyr's breath, that I was forced to leave my inconsolable mother, Sadika Khatoun. She possesses now only her daughter's name, FATIJAH. Often did the sweet nightingale visit this garden, to sing his loves upon the cypress which now shadows my tomb, and how often did I imitate his voice when singing the verses of the Koran. 1230."

ANOTHER.

"Ah! my mother! surely the melancholy owl, which, awakened by the storm, interrupts the silence of the tomb, perched upon thy roof to shriek when the arrow of the plague pierced my heart. Scarce had I time to embrace thee and my brother, ere my spirit was called away: repeat for me the first verses of the Koran. Mehmed, 1233."

ANOTHER.

"Like the innocent kid, which leaves its fold at daylight to follow the shepherd on the green plains of Alem-dagh, I left my dwelling in the morning, with the hope of returning at night to my paternal home. Evening came, but the plague had brought me to this tomb. Thou, who regardest this humble stone, offer thy prayers for me, SALIKA. (Here follows a chronogram.)

Fi jenet el ferduş meşkin Salihah.  
90. 463. 31. 270. 70. 170. 91. 37. 5. 1227, A. H."

The cenotaphs of the Emperors, and some other dignitaries, are placed in turberhs or mausoleums. They are covered with shawls of Cashmere, or embroidered silk from the Caaba at Mecca; near them are large and tall wax tapers, seldom or never lighted. The epitaphs are simple, merely giving the name of the sultan who preceded them; their own name; when they mounted the throne; how long each reigned, and date of their decease. The walls are covered with inscriptions from the chapters of the Koran, and the children of the defunct lie entombed around them.

The following is an epitaph of a young girl whose lover or husband had forsaken her:

"Passer by! if thy looks are turned towards this stone, offer a sigh to the fate of SAYDAY HARRUM, victim of love and misfortune. My well beloved placed this marble at my feet; he left me, but his marble is faithful to my love."

The belief in the efficacy of talismans, horoscopes, and sacrifices, is shown in the following:

"Like the butterfly which lights upon the roses of spring with glittering wings, I pressed my lips to thine, my dearest EMENEH. The garlic which I hung upon thy bed, the talismans which I hung upon thy breast, and the lamb with ebony fleece which I sacrificed for thee at Bayram, could not protect thee from the arrow of destiny."

The influence of the "Evil Eye" is credited throughout the east, and particularly among the Turks. Indeed, much occurs there towards converting the traveller to admit the same. It is pretended that a head of garlic will preserve a child from witchcraft, or the charms which the eyes of some people are supposed to effect, particularly those of aged females; another (instance of opposition to the west.) It is called in Turkish "Genz Dey mek ilk," which means the evil influence of the eyes of those who, being unfortunate themselves, bring misfortune without knowing it, on all those upon whom their looks are directed. A Turk who sees a beautiful child, must not utter any exclamation of admiration without first saying "Machallah!" which is equivalent to our "God be praised!" for in that case the child might die notwithstanding the garlic or talismans. For still better preservation, the fond mother makes a black spot on her beautiful child's brow, so that

when any one admires it, the mark may recall the apprehensions, and cause the beholder to make the desired exclamation, or feign to spit upon it three times, thus appearing to think it ugly. Talismans are common, and every child has one or more attached to its neck or hair; they are stones on which are engraved passages from the Koran. They recall the "San Nicholas," "Santa Marins," &c., of the Catholics, worn about them for the same purpose. The East has ever been scourged with dreadful maladies, "pestilences which walk in darkness, and consume at noon-day," and bring man to his grave, as it were, before his time. Even the climate does not always agree with foreigners, and sudden deaths, without any apparent cause, are not unfrequent. Egypt, in particular, has suffered from the anger of the Omnipotent; and it and Arabia are the birth-place of Islamism, and the parents of superstition. The Mussulman learns from his mother to look to the morrow with no certainty of their living; and his "Inchallah!" "If God pleases!" is founded upon his early instruction. The high-handed measures of "power" may also deprive him of his all when least expected; from the same source he may be raised from poverty to wealth and honors in a moment, and thus he is a firm believer in fate or destiny, "Kismet" and "Takdir."

Among other superstitions of the humbler classes of people in the east, are the following: A reversed shoe predicts sickness to the owner; when both are reversed, he is sure to be carried off by it. A drop of oil falling from a lamp on the floor, at the moment of lighting it, predicts misfortune to the traveller to whom it may belong, and this latter person must let no one cross his path when he first sets out upon his journey, lest it bring upon him some evil.

Astrology is as much in favor there now, as in the days of the Sassanians, and even the "Sultan of the World" consults the stars for an "Eshref-saat," or fortunate hour, to insure the success of his undertaking. There are also "evil hours," unfortunate moments, which continually threaten the unwary. The following is an epitaph in which the horoscope is mentioned:

"In saying Alas! Alas! torrents of tears fall from the eyes of thy mother, my young TAYOR. Alas! a thousand times regretted child, near thy cradle I had drawn thy horoscope soon after thy birth, and the morning star appeared upon its face, with a shade so dark, as to make me shudder. Then I presaged that thou wert not a flower which would flourish in the garden of thy mother. 1176.

Besides those of soft and tender laments for the deceased, there are epitaphs on the tombs of Janissaries, quite original in their cast. Nothing can be more characteristic than the following, of the "ruling passion strong in death:"

"Insensible and cruel enemy, tramp not with disdain the handful of earth which covers me! Thou hast seen my blood flow with the pleasure of a pilgrim, when, in the burning Desert of Arabia, he sees flow the fresh and limpid stream. Canst thou depend upon (receiving) the honors of sepulchre? Perhaps another, as cruel as thyself, will break the reed which has signed thy death, and made thee food for fish. OMAR AGA, of the 31 Orta, 1205.

He here alludes to the custom of consigning the bodies of felons to the Bosphorus, and of destroying the reed after it had signed a death warrant. This resembles the preceding:

"I have bathed my heart in the tears of my enemies, and yet one has shed my blood on the sands of this stream. Thou who haltest near this tomb, pronounce not one by! for my fate, contain not my ashes; for the hour which I lived after their death, was to me an age of happiness. ABDALLAH AGA, 35 Orta, 1203."

The last epitaph is erected by a master over one of his scholars:

"Pay attention, oh! people of this wicked world, one day you are alive, the next you meet Sengul (one of the Angels of Death.) With sighs he rendered his soul to God, who in his omniscience took him to be a member of Paradise; he looked into the mirror of Death and saw his end: he tasted the cup of destruction, and passed into eternity. Pray for the soul of young ALMED, son of Uouf Pacha; his master loved him, and wrote his epitaph. 1246." B.

#### REVENUE CUTTER JEFFERSON.

MOBILE, Feb. 24, 1839.

MR. EDITOR: Your valuable Chronicle having become the faithful record of events relating to every branch of the Government force, you are requested to state, that the old revenue cutter "Jefferson," from her great draft of water, and unsuitableness to this coast and climate, has been judiciously withdrawn by the Secretary of the Treasury, and superseded by a fine new vessel, (continuing the same venerated name,) of easy draft of water and spacious quarters for men and officers, so essential to health in our warm climate. In justice to her officers and crew, I will briefly state the operations of the old vessel since detached from the command of Commo. Dallas's squadron, 20th Oct. 1837, and ordered to this district, subject to the orders of Col. John B. Hogan, the Collector.

She has boarded and examined upwards of six hundred sail of vessels, in her revenue duties; has rescued from great peril and wreck two ships and two schooners; and raised and restored a schooner, sunk in the bay, where all on board perished; and saved a large portion of cargo from a brig, totally wrecked; has been called on and suppressed disorders, progressing to mutiny, in two foreign and eight American ships; and, as evidence of her constant motion, the anchor has been weighed more than five hundred and fifty times, to make sail; and last, and least, she detained and brought up the "long, low, black schooner," Mitchell, master.

From the great distance of the anchorage from town, and the facilities to infract our revenue laws, one or more officers are almost daily detached as inspectors.

The officers of the new Jefferson, at present, are, WINSLOW FOSTER, Captain, Charles Grover, 1st Lieutenant, J. J. Morrison, 3d Lieutenant, and — McLean, 2d Lieutenant, understood to be ordered, and daily expected.

You are requested to give this unvarnished statement an insertion, and oblige

A SUBSCRIBER.

#### THE LATE CADET J. MOLYNEUX.

At a meeting of the First Class of Cadets of the U. S. Military Academy, held at West Point, on the 24th of Feb., 1839, to take measures relative to the death of their classmate, Cadet JAMES MOLYNEUX, of New York, the following resolutions were unanimously adopted:

*Resolved*, That we deeply condole with the friends of the late Cadet JAMES MOLYNEUX, of New York, in the loss which they have sustained. His death is an event calculated to excite in all our hearts the strongest emotions. Possessing a rich and cultivated intellect, and the more rare gift of a warm and generous heart, he was snatched away at the very threshold of the career which he had chosen, and which he was so well calculated to adorn. Bound to him by the ties of intimacy and affection—ties scarcely less strong than those of consanguinity, we are sensible of our inability to express fully our feelings at the sad event which has so suddenly separated us from a beloved classmate; from one who has been our constant companion for the last four years; and who was endowed with the highest qualities which can adorn the officer, the gentleman, and the scholar.

*Resolved*, That a committee be appointed to write to the relations of the deceased, to express the deep sympathy we feel with them in the event which has deprive

ed them of an amiable and affectionate brother, and as of a talented and esteemed associate.

*Resolved*, That as a tribute of respect, we will wear the usual badge of mourning, and, with the consent of his friends, will erect a monument over his remains in testimony of our regard for the many virtues which adorned his character.

*Resolved*, That the proceedings of this meeting be published in the Army and Navy Chronicle, and the Lockport papers.

HENRY L. SMITH, Chairman.

ISAAC J. STEVENS, Secretary.

#### DOMESTIC INTELLIGENCE.

##### FLORIDA WAR.

An officer of the army who reached Savannah on the 5th instant, informs the editor of Georgian that Lieut. Mackall, of the 1st artillery, was shot at a few days before, by Indians, while on Biscayne beach, and received two balls through the body, but we are pleased to learn that the wounds are not considered mortal. He was in company with Capt. Trathen, of the steamer Poinsett, and his men were about 200 yards distant at the time. The savages fired from a thicket and escaped.

We regret to state also that Major Noel, of the 6th infantry, shot himself accidentally with his own pistol a few days since, while on a scouting party against Indians, a few of whom were taken prisoners. Major N. had his pistol cocked, and going off unexpectedly, it inflicted on him a dangerous wound.

A correspondent of the Columbus Sentinel and Herald, writes from Tallahassee, under date of the 16th ult., and says—"Major Mapes and Captain Heintzelman, of the army, returned on yesterday from St. Andrew's Bay, and state that from 300 to 400 Creeks are known to be encamped on the north arm of that bay! There is a military fort there, comprising two companies of regulars, in all forty-two men!! The houses are 'few and far between' in that section of country; and many murders will undoubtedly be perpetrated; nor should the citizens of St. Joseph or Apalachicola sleep unimprudently of danger, or unprepared for its approach."

ST. AUGUSTINE, Feb. 28.—By letter of the 12th Feb., we have received the following from Middle Florida.

The news reached Tallahassee on the 10th, by a wagoner, that eleven regulars had been killed some few miles from the military station on Econfin.

On the morning of the same day, an express arrived at Tallahassee, for a surgeon to attend to a planter and his wife, who had been wounded by the rifles of the Indians, ten miles from that city, on the road to St. Augustine. The fire was discovered through the blocks of the house, and was fatal to a young man by the name of White, the son, it is said, of the injured. By having several guns in the house, the Indians were kept out and finally driven off.

On the 8th, about an hour by sun, some thirty savages approached the dwelling of Mr. Stokes, about 15 miles from Monticello. Mr. S. was absent from home driving cattle, and two boys near the house, seeing the savages, cried out so that a young woman in the door had sufficient time to make her escape, in company with the lads. They state that the Indians were sufficiently near to have fired upon them, but as they did not, it is supposed that they are out of ammunition. The dwelling was plundered and burnt.

Straggling Indians have been seen every week during the last two months about the Hicktown settlements, or in the neighborhood of the Oscilla, and as they have frequent opportunity and yet commit few outrages, it has become a common belief in the country, that the enemy are without powder.—Herald.

The brig Robert Bruce, Ayres, of Baltimore, was lost at Indian river on the 6th ult. The Government stores were saved. Hull and spars sold for \$75. —*News.*

*From the St. Augustine News, Feb. 23.*

ARMY INTELLIGENCE.—Lieut. McKINSTRY, with 1 company 2d infantry, garrisons Fort Brook, on the Ocklawaha.

Col. FANNING, with several companies of the 4th artillery, has charge of the defence of the frontier.

Col. FANNING has scoured all the hammocks of the right bank of the Ocklawaha. No Indians to be found. There have been a number about a month since, to judge from their wig-waus.

*Extract of a letter from an Officer of the Army, dated "Fort ———," Feb 10, 1839.*

"I have, since I left St. Augustine, been almost constantly on the move. From Fort Fanning, I was ordered to Deadman's Bay, thence to Finnholloway (40 miles further West,) then back again to Fort Fanning. At Finnholloway I joined Gen. Taylor, and returned in company with him as far as Fort Fanning. While at that post, the General submitted to the War Department the outline of a plan, which, if adopted, will, I feel certain, close this war in less than one year.

"The outline is this: He will first divide the whole country from Tallahassee to Fort King, into military districts, of not more than 20 miles square. In the centre of each district, or at such a point as will best command it, he will establish a post, which shall be occupied by 20 men. Of these 20 men, ten shall be mounted, whose duty it will be to scout every other day, so that all the hammocks in the district will be visited, and thoroughly scoured at least once a week. The other ten will perform garrison duty. In determining the contiguity of these posts, the General will of course be governed very much by the character of the country. For example, in those districts in which swamp and hammock abound, it will be necessary to establish them not more than ten miles apart; while, in open pine regions, it will be scarcely necessary to establish any posts. The General calculates that the force which he now has in the Territory will be sufficient to cover the whole region above mentioned, in the manner here described; besides leaving him two regiments disposable for the field, in case he deem it expedient (after having thus afforded complete protection to the whole frontier,) to operate during the spring and summer, in the more Southern portion of the Territory. If, after this plan shall have been put in operation, and the settlements thus effectually protected, (which the General calculates may be done in less than two months,) the Indians should still hold out, he will then call for such an increase of force as will enable him to cover, in a similar manner, the whole Southern portion of the Territory, and thus bring them to certain, and complete subjection. The great advantages of this plan over any other that has yet been executed or suggested, must be obvious to any one at all conversant with the character and history of this war. Heretofore, our operations have always been of a partial character;—while we were making extensive and unwieldy movements in a few districts of the Territory, the Indians were allowed to live at their ease, or to murder the inhabitants in all the rest. It is certain, however, that our great ignorance of even the general topography of the country, afforded ample apology for such ineffective movements. That the present plan will afford prompt and certain protection to all the settlements, I feel quite sure. Indians that would not hesitate to cross a chain of posts, even were these posts not more than half a mile apart, will never dare, even in a temporary visit, to penetrate a region that is studded with posts;—and systematically scoured by mounted men. If the

whole Territory were at once covered in the manner here proposed, the war might, in my opinion, be closed in one week. Although no country in the world is more bountiful than this, in affording to the Indian the means of support, yet some little time is required to procure and prepare what is necessary even to his simple wants;—and that little time would not be allowed him under a plan of operations so general, and so systematic as that proposed. This plan will also have a very excellent moral effect on the Army; every officer of a district having his task defined, and his location fixed, will be prompted, both by a sense of pride and responsibility, to keep his district clear of Indians, and to make himself thoroughly acquainted with the minute topography of its hammocks. Heretofore, the hammocks have generally been skirted, but not scoured. An officer had but little encouragement; after a march on foot of perhaps 20 miles, to undergo the drudgery of scouring a large hammock, when he knew that there were several others in the vicinity, to which the Indians could, at any moment, retreat with safety, and in which, owing to a want of systematic scouts, they might remain undisturbed for months, if not for years. In fact, 'that which was every man's business was no man's business,' and although a hammock might chance to be thoroughly scoured to-day, as it was no man's specific duty to visit that hammock again perhaps for months,—it generally happened that many large hammocks were never scouted more than once, and some not at all, during a whole campaign. It is needless to say that the Indians could never have been harassed or starved, and consequently never subdued, by such desultory and planless movements as these. I am, therefore, not in the least discouraged by the failure of our previous campaigns; for if we had succeeded, it appears to me it could only have been a mere accident. We have now a good general knowledge of the topography of the country; we have the lights of three years' sad experience to guide us, and we have a plan devised, which if carried into execution, cannot, in my opinion, fail to harass, starve, and subdue the enemy in one short campaign. It is the General's intention to locate the new posts in healthy situations, in the pine barrens, and to occupy them during the summer months.

*From the Missouri Republican.*

COLONEL TAYLOR AND THE MISSOURI VOLUNTEERS.—The report of Mr. Atchison, from the committee appointed to investigate the charges against the Missouri Volunteers, contained in Col. Z. Taylor's report of the battle of Okeechobee, concludes with the following resolutions. We may hereafter publish their report:

1st. *Resolved*, By the Senate and House of Representatives, that the conduct of the Missouri Volunteers and spies, in the Florida campaign, was such as only could be expected from good soldiers and brave men.

2d. *Resolved*, That so much of Col. Z. Taylor's report of the battle of Okeechobee, which charges that the Missouri Volunteers and spies mostly broke and fell back to the baggage, and that the repeated efforts of his staff could not rally them, is proved to be unfounded, not to say intentionally false, and that so much of said report which states that the regular troops were joined by Captain Gilliam and Lieut. Blakey, with a few men, but not until they had suffered severely, is incorrect, in this—that Gilliam and Blakey were in advance of the regular troops during most of the fight, and never in the rear.

3d. *Resolved*, That so much of said report, which states that the Missouri Volunteers and spies behaved themselves as well, or better, than troops of that description generally do, is not so much a compliment to them, as a slander upon citizen soldiers generally.

4th. *Resolved*, That Colonel Taylor, in his report of the battle of Okeechobee, has done manifest injustice to the Missouri Volunteers and spies, and that said report was not founded upon facts as they occurred.

5th. *Resolved*, That a commanding officer who has wantonly misrepresented the conduct of men who gallantly sustained him in battle, is *unworthy a commission* in the army of the United States.

6th. *Resolved*, That the Governor of the State be required to lay before the President of the United States the evidence reported to the House, in relation to the conduct of the Missouri Volunteers and spies in the Florida campaign, and Colonel Z. Taylor's report of the battle of Okeechobee, and that he solicit, on the part of this State, a *court of inquiry* into the conduct of the Missouri Volunteers and spies, and the truth of said report.

7th. *Resolved*, That the Governor of the State be required to lay before the President of the United States a statement of facts relative to the treatment of the spies under Colonel Morgan and Captain Seonce: 1st. As it regards the fact of the organization of said command into a spy battalion, under the order of Colonel Taylor. 2d. His subsequent acknowledgment and recognition of said corps. 3d. The performance of arduous duty by the officers of said battalion under the requisition of Colonel Taylor. 4th. Their subsequent discharge as privates, and the pay that they received as such. 5th. The necessity of adopting some course to obtain redress.

LITTLE ROCK, Feb. 20.—We learn, from Fort Gibson, that the 7th infantry were to leave that post on the 7th inst., to proceed to Fort Smith, where it was intended to wait for a rise of water for conveyance to Florida. The 4th infantry arrived at Fort Gibson on the 6th, and were to take possession of the works on the following day. The latter regiment is commanded by Major Bennet Riley, and the former by Lieut. Col. Wm. Whistler.

Another detachment of the 4th infantry, to the number of about 150, arrived here on Friday last, on the steamboat Bee, on their way to Fort Gibson. They are now encamped at the U. S. warehouse above town, and, we understand, proceed to their destination on foot in a few days.

Major Lear, of this regiment, arrived on the same boat.—*Gazette*.

THE 7TH INFANTRY.—The main body of this regiment arrived here on keel boats, on Wednesday last, from Fort Gibson, where it has been stationed for nearly 20 years past. The troops were encamped on the opposite side of the river, till Friday, when they left, being towed down from this place by the steamboat Little Rock, bound to Tampa Bay, Florida, to endure their share of the miseries which the army seems doomed to encounter in hunting out a few vagabond Seminoles. The companies embraced in this body were A, B, C, D, E, G, H, I, and K, one company having preceded them a few weeks since.

The officers accompanying the regiment were Col. Whistler, commanding; Major McIntosh; Captains Hawkins, Seawell, Raines, Moore, and Holmes; Lieut. Whiting and assistant Surgeons Mills, Moore, and Suter.

The men were in good health, and we were pleased to see that they were cleanly and comfortably dressed, although some of them had permitted their moustaches to grow, which had a very filthy appearance.—*Ibid*, Feb. 27.

PENSACOLA, March 2.—The U. S. sloop of war *Levant*, Hiram Paulding, Esq., Com'd't, arrived here on Tuesday last from Vera Cruz, whence she sailed on the 14th ult.

The following is a list of the officers attached to the U. S. sloop of war *Boston*:

EDWARD B. BABBIT, Esq., *Commander*; E. W. Moore, S. W. Wilkinson, J. J. B. Walbach, *Lieutenants*; F. B. Renshaw, *Sailing Master*; Peyton A. Southall, *Purser*; W. A. W. Spottswood, *Surgeon*; E. C. Conway, *Asst Surgeon*; J. Rutledge, J. C. Howell, J. H. Brown, J. C. Briceland, J. Guest, E.

Weyman, D. R. Lambert, N. B. Harrison, *Midshipmen*; A. Tabb, *Captain's Clerk*; B. Prescott, *Purser's Steward*; G. Ellison, *Boatswain*; J. Doymann, *Quarrier*; J. Reynolds, *Carpenter*.

Midshipmen George M. Comegys, and E. Z. C. Judson, late of the *Boston*, left her and joined the U. S. schr. *Wave*, at Havana.

We are requested to state that the U. S. sloop of war *Lexington* sailed from the port of Mazatlan, west coast of Mexico, on the 4th of December last, with about \$25,000 on board, direct for Valparaiso; all well.—*Gazette*.

CASE OF AMERICAN SAILORS AT HAVANA.—The newspapers are giving different versions of the case of the American seamen at Havana. The facts as we have ascertained are, that sometime since a part of the crew of the American ship *Wm. Eng* were charged by the captain with mutiny and delivered to the American consul, who desired the civil authority at Havana to dispose of the men. They were accordingly tried and sentenced to labor in the streets of Havana. Upon the arrival of the *Boston* the five men found means of writing to Capt. Babbitt and informing him of their condition—they complained of being unfairly tried, denied counsel, and averred their innocence. A correspondence ensued between the Consul, the Captain General of Havanna, and Capt. Babbitt. Nothing conclusive was effected, and the whole subject has been referred to the Government.—*Pensacola Gazette*.

LATEST FROM MAINE.—General Scott and suite arrived at Augusta, the capital of Maine, on the evening of the 6th inst. The Maine Legislature appear determined to exercise every description of jurisdiction. They have passed a law for continuing the Houlton road to the Aroostook river, and in the House of Representatives a bill has been introduced to incorporate the county of Aroostook, with Houlton for the shire town—and embracing the disputed territory. All accounts concur in representing the Maine soldiers as a body of noble looking and able bodied men.

The Governor has received officially the message of the President and the protocol, accompanied by a letter from the Secretary of State, reiterating the recommendations of the protocol or "memorandum."

No communication had been yet made to the Legislature in relation to the movement at Washington. It was expected however, that the Governor would lay the documents before the two Houses on Friday. The correspondent of the *Boston Atlas* says that "the feeling is very strong among the people through the State that our troops ought not to be withdrawn from the disputed territory until the line is settled. Maine has now possession of a portion of the territory in dispute, and she cannot, with honor, abandon that possession, as requested by the President, and I do not think our Governor will recommend it."

We have received news from Houlton up to as late as 10 o'clock, March 5. Capt. Nye had then just arrived at that place from Jarvis's encampment, and reports that more trespassers had been arrested and brought into the camp, with their supplies, teams, &c. Among those arrested is Fitzherbert, who is to be sent to Bangor to be tried for being an accomplice with, and assisting the trespassers in the abduction of the land agent, McIntyre. Jarvis is building a boom across the Aroostook, to catch the timber cut by the trespassers, as it comes down on the breaking up of the river. The British troops at the mouth of the Aroostook are blocking up the portage road by the falls, by felling trees, and throwing in other obstructions. Jarvis is blocking up the westerly end of it in the same manner. This road is the great outlet leading from the Aroostook country to the Provinces.

Captain Nye reports that the 11th regiment of

British regulars had arrived at Madawaska from Quebec, at which former place they were stationed. It was also reported and believed at Houlton, that troops had arrived at St. Johns from Halifax, and that the Provincial papers had been forbidden to report the fact. The British appear to be concentrating their troops upon the St. John above the grand falls. Nearly all the troops under Gen. Hodsdon had left Houlton for Jarvis's encampment. As yet no notice appears to have been taken by Maine of the President's message.—*Philadelphia Ledger*.

Extract of a letter from General St. John B. L. Skinner, dated PLATTSBURGH, FEB. 26, 1839.  
His Excellency WM. H. SEWARD:

I have the honor to report to your Excellency, that on Sunday night, 24th inst., the building occupied by the U. S. troops at Rouse's Point, in this county, was consumed by fire, together with the dwelling house of Messrs Norton and White. The fire was first discovered in the north end of the barracks building, where no fire had been kept by soldiers; and spread with such rapidity that it was impossible to prevent the entire destruction of the two buildings mentioned. A considerable quantity of military stores were also destroyed. The prevailing opinion seems to be that the building was set on fire, but whether by the "Patriots," or the Canadian volunteers, or by some individual, is difficult to determine. There, however, appears to be some cause for believing it may have been the work of some one or more of a party of volunteers stationed in Olletown. Several of this party came on Sunday to Comer's store, (situated directly upon the line, partly in Canada and partly in the United States,) and raised a British flag, with much cheering, &c. Several others were at Merchon's tavern, some mile and a half this side of the line, and in the immediate neighborhood of the barracks, Sunday afternoon and evening, drinking and carousing until a late hour; and immediately after the alarm of fire was given, an individual, resembling the volunteers in dress and appearance, particularly the large cap worn by them, was seen running through the fields to the north.—*Albany Evening Journal*.

#### CASE OF MAJOR A. WETMORE,

LATE OF THE U. S. ARMY.

*From the Missouri Saturday News.*

Twenty-fifth Congress, third session, in Senate, Saturday, February 2, 1839. Mr. PLESTERS, from the Committee on Pensions, asked to be discharged from the further consideration of the petition of Alphonso Wetmore.

The petition named above was addressed to the Senate of the United States by the editor of this paper, for increase of his pension, for loss of his right arm in battle, when he was an ensign in the 23d regiment, U. S. Infantry, in the first campaign of the last war. This inagnanimous republic has allowed him *thirteen dollars* per month for a part of the time, since he sustained this injury; four years of the period it has been withheld, by some petti-fogger's quibble. The petition prayed Congress to increase his allowance so as to bear something like a fair parallel to the pensions given by law, to others who sacrificed limbs, in the same manner; and to allow him the arrears of pension. This is not the first, although it is certainly the last petition with which he will ever tax Congress, on this or any other claim.

With our own private affairs we would not afflict our readers; but, when it so happens that the claims of an individual, however humble, are connected with the general interest, or policy of the republic, we may be pardoned for thrusting upon the consideration of our countrymen, a notice of the wrongs which have been patiently suffered for more than a quarter of a century.

If the sum of thirteen dollars per month is as much

as this nation can afford to pay an army officer for the loss of a limb at the mouth of the enemy's cannon, it is certainly proper to apprise our citizens of the fact, that they may understand on what terms they engage in the service of the United States; and as a public journalist, we deem it a duty to give this, as well as other passages of intelligence, for their government.

Falstaff remarked, very justly, of his new levies which he abducted from prisons, that they were suitable "food for powder, food for powder;" but it might be hoped that freemen who offer themselves, with high-toned sentiments and suitable devotion, in the service of a free country, should be rated a little higher, in the military market, when they are fortunate enough to escape the fate of those who "fill a ditch."

Taking a dispassionate view of the individual members of Congress, who constitute a majority in the two branches of the National Legislature, alike under all administrations, from the presidency of Washington to the present time, we should not do them, or truth, injustice, by suggesting, that they have, collectively, about as much public virtue, and nearly as much patriotism, as Nero had when he played first fiddle over the burning fragments of the ancient city of Rome.

It would, perhaps, be presumption for a subaltern to hope for better treatment than General Sinclair received from a Government which he served with distinction, and virtuous purposes. If a general of this republic was doomed to tend a turnpike gate for his subsistence, after having exhausted the vigor of youth and a fortune, in the service of his country, an obscure subaltern might be mute, when his poetic reminiscences revert to the period of suffering which he endured with cheerfulness, as he was lulled to repose by the roar of the cataract of Niagara, over which his blood was flowing, mingled and diluted with a volume of waters. It would be vain presumption to think of himself, while the resting place of Washington is not marked with at least a pyramid, and the representatives of the people exhaust the treasury in contending for high places, and emolument, when more than half of them richly merit the fate which Benedict Arnold luckily escaped.

The walls within which the deliberations of Congress are held, if memory is indulged with a place in the distracted brains of honorable members, might admonish them with what nervous haste their illustrious predecessors once left the capital of their country; and the smoking ruins of that national edifice, the dark spots of which still remain on our escutcheon, once intimated the value of military virtues, when the fugitive representatives of the people disgraced their country and themselves, as they looked back, furtively, over their shoulders, upon the conflagration of the capitol, basely abandoned by them, to their enemies! the result of parsimony and cowardice, the two cardinal virtues of Congressmen.

If, in the forays of the red-skins, a solitary horse is taken from a settlement, where a community of feeling or interest may secure votes, the most efficient measures are taken to insure remuneration, and members become profoundly pathetic in the cause of such sufferers; even *Amy Darden's* horse was ultimately paid for. But a majority of men who usually obtrude themselves upon the people as their representatives in Congress, are of that mercenary and recreant character, who cannot appreciate the sentiments, or estimate the value, of a soldier, any more than they could the indelible disgrace of a fugitive flight from their burning capitol.

While Congress continues to treat the supplications of old soldiers, the intrinsic merits of whose claims demand their peculiar indulgence, as they do at present, we must cease to deem it marvellous that a naked band of Indians can baffle the army and militia of the republic for years, and ultimately prove, as



they have hitherto, unconquerable. As long as that mingled spirit of base covetousness, parsimony and mad profusion exists, which characterizes the legislation of Congress, we may never hope to see the ranks of the army filled, but remain as at this moment, with only two-thirds of its nominal force enlisted. It is only such loafers as usually afflict the people with supplication for their sullages, that can be persuaded to enlist, while the halls of the National Legislature are crowded with them. So long as it is the custom to exhaust the treasury for the use of lean and hungry partisans, under all administrations, those soldiers who have bled, or who may suffer in the defence of their country, must be content to limp out, and browse upon the mountain side, or live on the products of their wits, or mendicancy.

#### From the National Intelligencer.

**PROPOSED SHIP CANAL ACROSS THE ISTHMUS OF PANAMA.**—The following resolution, accompanied by a report and voluminous appendix, interspersed with sundry maps and diagrams, was presented to the House of Representatives from the Committee on Roads and Canals, by Mr. Mercer, on Saturday the 2d inst. The resolution was adopted by the House, and the report, &c. ordered to be printed:

*Resolved*, That the President of the United States be requested to consider the expediency of opening or continuing negotiations with the Governments of other nations and particularly of those the territorial jurisdiction of which comprehends the Isthmus that connects North and South America; and to which the United States have accredited ministers or agents; for the purpose of ascertaining the practicability of opening a communication between the Atlantic and Pacific Oceans by the construction of a Ship Canal across the Isthmus; and of securing forever, by suitable treaty stipulations, the free and equal right of navigating such Canal to all nations, on the payment of reasonable tolls.

### MILITARY INTELLIGENCE.

#### CORPS OF ENGINEERS.

##### Colonel.

J. G. Totten, Chief Engineer, Washington, and superintending construction of Fort Adams.

##### Lieutenant Colonels.

Sylvanus Thayer, superintending fortifications in Boston harbor—stationed at Boston.

R. E. De Russy, superintending fortifications in Hampton roads, and Fort Delaware—stationed at Old Point.

##### Majors.

John L. Smith, superintending fortifications in New York harbor.

Wm. H. Chase, superintending fortifications on the Gulf coast—Pensacola.

Richard Detsfield, Superintendent Military Academy—West Point.

C. A. Ogden, superintending Cumberland road in Indiana and Illinois—Terre Haute, Ind.

##### Captains.

W. A. Elison, awaiting orders.

H. Brewerton, superintending improvement of Hudson river—Troy, N. Y.

George Dutton, superintending Cumberland road in Ohio—Springfield, Ohio.

J. K. F. Mansfield, superintending Fort Pulaski—Savannah.

A. H. Bowman, superintending fortifications in harbor of Charleston, S. C.

Robert E. Lee, superintending improvements of St. Louis harbor, and Rapids of the Mississippi—St. Louis.

Alex. J. Swift, superintending Fort Caswell, Oak island—Wilmington, N. C.

Fred. A. Smith, assistant to Chief Engineer, Washington.

J. G. Barard, assistant to Major Chase—Pensacola.

G. W. Cullum, superintendent of Fort Trumbull—New London.

Wm. Smith, superintending Fort Niagara—Rochester, N. Y.

John Sanders, superintendent of Ohio river above the falls—Pittsburg, Pa.

##### First Lieutenants.

C. H. Bigelow, assistant to Col. Thayer—Boston.

G. L. Welcker, assistant to Maj. Ogden—Terre Haute.

J. L. Mason, assistant to Col. Totten—Newport.

H. W. Beuhann, superintendent of Fort Marion and sea-wall at St. Augustine.

D. Leadbetter, assistant to Capt. Brewerton—Troy.

\*M. C. Mcigs, assistant to Col. De Russy—Philadelphia.

D. P. Woodbury, assistant to Capt. Dutton—Springfield, Ohio.

W. H. Wright, assistant to Col. Thayer—Boston.

##### Second Lieutenants.

P. G. T. Beauregard, assistant to Col. Totten—Newport.

J. H. Trapiet, assistant to Capt. Mansfield—Savannah.

\*S. H. Campbell, assistant to Col. De Russy—Old Point Comfort.

J. M. Scarritt, on duty in the field, Florida—Tampa Bay.

\*On temporary duty with the Board of Engineers.

Captain GEORGE D. RANNEY has been ordered to resume the command of the U. S. Arsenal at Frankford, Pa.

Lieut. Col. GEO. TALCOTT passed through this city a few days since on his way to North Carolina, to examine the U. S. arsenal now under construction at Fayetteville.

Brig. Gen. J. E. WOOL, Inspector General, accompanied by Lieut. A. S. MACOMB, A. D. C., as Assistant, has gone to the South on a tour of duty.

### NAVY.

#### ORDERS.

Mar. 7—Mid. S. J. Shipley, Recg ship, New York.

9—Lieut. C. W. Pickering, det'd from steam ship Fulton.

Chaplain J. P. B. Wilmer, frigate Constitution. Purser H. W. Greene, schr. Shark.

11—Gunner G. Newman, frigate Constitution, vice D. Kelly, detached on account of ill health.

12—Lieut. W. C. Whittle, Norfolk station. Asst. Sur. C. A. Haasler, N. Yard, Washington.

Mid. E. A. Barnett, Naval School, Norfolk.

#### APPOINTMENT.

March 7—J. P. B. Wilmer, Chaplain.

#### RESIGNATION.

March 11—Charles J. Love, acting Midshipman.

### DEATH.

In New York, on Saturday morning, ANNA RODGERS, infant daughter of Capt. M. C. PERREAU, U. S. navy.

#### NOTICE.

**PROPOSALS** will be received at the office of the Commissary General of Purchases in Philadelphia, for supplying the following articles of DRAGOON EQUIPMENTS, viz:

400 Saddles, complete.

200 Bridles, with Martingales.

200 Saddle Bags.

200 pairs Spurs.

200 Halters, Head Stalls and Straps.

On the patterns exhibited at this office, the contracts will be founded and inspections made, and no article will be received that is inferior in material or workmanship, or that does not correspond in every respect with the pattern on which the contract is founded. The articles are to be delivered at the United States Arsenal, near Philadelphia, for inspection, in equal monthly proportions, and the contracts to be fulfilled on or before the first day of August, 1849, or earlier, if required for the service.

The proposals must be in writing, sealed and endorsed "Proposals" and must reach the office of the Commissary General of Purchases, on or before the 22d March, 1839. Security will be required for the fulfilment of contracts.

C. IRVINE,

Commissary General of Purchases.

COMMISSARY GENERAL'S OFFICE, } Feb. 28—td  
Philadelphia, Feb. 23d, 1839.

**FOR RENT.**—The office at present occupied by the subscriber, on 17th street, adjoining the Pension office. Possession given immediately.

Feb. 7—tf

B. HOMANS.

# ARMY AND NAVY CHRONICLE.

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VOL. VIII.—No. 12.]

WASHINGTON, THURSDAY, MARCH 21, 1899.

[WHOLE No. 220.]

METEOROLOGICAL JOURNAL, KEPT AT THE OBSERVATORY, CAPITOL HILL, THE MONTH OF FEBRUARY, 1899.  
Communicated monthly for the Army and Navy Chronicle.

Days of the month.	Phases of the Moon.	9 A. M.						3 P. M.						TEMPERATURE		RAIN UP SHOW.	Evaporation.
		Barometer.	Thermometer.		Wind, Direction and Force.	Weather.	Barometer.	Thermometer.		Wind, Direction and Force.	Weather.	Max.	Min.				
			Sun.	shade.				Sun.	shade.								
1		30.151	00°	32°	28	04	Eastward	Light	Cloudy	30.088	00	34	31	31	.23		
2		30.122	00	32	29	03	Calin	Calin	do	30.086	64	34	18	34	14		
3		30.076	55	24	14	14	S'd & W'd	Light	Clear	29.910	62	40	20	40	12		
4		29.908	70	36	16	20	Southward	do	do	29.968	73	47	25	47	28		
5		30.274	55	23	11	17	S'd & E'd	do	do	30.304	55	31	13	33	21		
6	☾	30.509	51	18	10	low	N'd & W'd	Fresh	do	30.431	49	24	low	24	14		
7		30.500	55	20	11	09	Calin	Calin	do	30.356	00	26	14	28	13		
8		30.230	00	14	40	04	Southward	Moderate	Cloudy	30.070	00	50	40	50	36		
9		29.900	09	44	35	06	N'd & E'd	do	do	30.052	00	44	34	44	30	.50	
10		30.420	42	26	14	12	do	Light	do	30.320	56	32	18	32	20		
11		30.144	41	33	30	03	S'd & W'd	do	do	30.066	00	42	02	42	22		
12		30.440	62	36	27	09	N. W.	Calin	Clear	30.400	62	39	21	33	25		
13	●	30.390	66	30	25	05	Calin	do	do	30.266	66	40	18	40	24		
14		30.230	70	32	27	05	do	do	do	30.160	82	47	39	47	26		
15		30.076	00	34	31	00	do	do	Foggy	30.104	76	46	35	46	29		
16		30.260	00	42	40	03	do	do	do	30.139	77	46	39	46	25		
17		30.032	00	35	36	00	S'd & E'd	Light	Misty	29.950	00	37	35	33	33	.52	
18		30.132	00	37	30	07	Northward	Fresh	Cloudy	30.244	54	42	34	38	33		
19		30.476	68	30	16	14	N. & W.	Calin	Clear	30.430	73	39	14	35	29		
20		30.300	62	39	27	12	Calin	do	do	30.208	73	48	29	39	25		
21	☾	30.220	00	40	34	06	do	do	Hazy	30.218	76	53	40	48	23		
22		30.270	68	40	36	04	Northward	Light	do	30.260	74	57	47	49	23		
23		30.275	49	40	35	04	Calin	Calin	do	30.232	88	66	50	49			
24		30.290	00	41	38	03	Eastward	Moderate	Cloudy	30.310	00	45	43	47	42	.30	
25		30.000	00	48	48	00	Calin	Calin	Misty	29.923	82	57	51	37	42	.85	
26		29.840	00	40	49	00	N'd & E'd	Fresh	Rain	29.650	00	44	44	46	40	.08	
27	☉	29.570	00	46	45	01	S'ly & W'd	Light	Misty	29.550	00	52	44	51	33		
28		29.596	00	41	47	04	Calin	Calin	Cloudy	29.263	00	40	40	41	33	.20	
29		30.165	58	35	29	8				30.109	69	43	32				

FEBRUARY 1. Commenced snowing at 9 15 A. M. and continued until 9 30 P. M. Feb. 5. A lunar halo was formed at 4 A. M., and continued, with slight transmission, till daylight. It was not, any time, however, sufficiently distinct to reflect an image.  
FEBRUARY 24. At 7 P. M. commenced a very fine mist of rain, and continued slowly to increase until 2 A. M., at which time it ceased to rain—weather continuing thick and damp.

## MISCELLANY.

## U. S. TOPOGRAPHICAL ENGINEERS.

*Extract of a letter from Gen. H. A. S. Dearborn, Adjutant General of the Militia of Massachusetts, to the Secretary of State, dated Buffalo, N. Y., Dec. 11, 1838.*

"As the construction of a canal round the Niagara Falls has been properly considered as a national work, surveys were directed to be made in 1835, under the direction of the Chief of the Topographical Engineers; and that duty was performed in a most thorough, skilful, and highly satisfactory manner, by Captain Williams, of that very useful and important corps.\* I have not seen any report on hydraulic engineering, in which is concentrated a greater fund of information in relation to that subject, or where more scientific and practical intelligence has been displayed, than in the means devised for obviating the stupendous impediments, which the bold and extraordinary features of the various routes present; and especially in surmounting, by a line of enormous double locks, a perpendicular height of over three hundred feet, between the two levels of the termini, and more than two thirds of which occurs in a horizontal distance of less than a quarter of a mile. The report is accompanied by several beautiful maps and plans, which were executed by Captain Williams's accomplished assistants, Lieutenants Drayton and Reed. This able and meritorious officer examined and surveyed four main routes. The first commencing at Porter's stone-house, near old port Schlosser, is continued near the bank of Niagara river to Lewiston; the second, beginning as above, and passing up the valley of Gill Creek, descends the ridge south of the village of Lewiston, and terminates at the mouth of Four-mile Creek; the third, ascends Cayuga Creek, and crossing the ridge at Pekin, debouches at the mouth of Twelve-mile Creek; and the fourth, commencing at the mouth of Tonawanda Creek, ascends the same to Pendleton, and descends at Lockport into the valley of Eighteen-mile Creek, which it keeps to its mouth. There are variations indicated, as practicable and worthy of notice in several of the routes. Captain Williams seems to consider that the second is the preferable; but there are so many conditions of a commercial as well as military character to be taken into view, that the subject should be profoundly investigated in all its aspects and bearings, before any route is decided upon. The expense of such a grand public undertaking should not form one of the elements in estimating the relative merits of either; but that selected, *cost what it may*, which will best subserve all the purposes of its projection, not only as respects the interests of those sections of country which are most immediately to be benefitted, but of the whole of the Union.

"In the event the Tonawanda and Lockport line should be selected, the canal should be constructed entirely distinct from that of the existing one, if it is practicable; so that the different kinds of navigation peculiarly adapted for each of these channels of commerce, should not be impeded or jeopardized in any portion of their several routes.

"Captain Williams has recommended that the locks should be two hundred feet long and fifty feet wide, and the canal ten feet deep and one hundred and ten broad at the surface of the water.

"The maximum expense he estimates at the comparatively small sum of only about five millions of dollars.

"As the subject has frequently been brought before Congress, and several able reports made favorable to the views which have been so long entertained by the most enlightened advocates of an enlarged system of internal improvements, it is confidently believed that its merits are, at last, so well understood that another session will not be allowed to pass away

without the necessary appropriations being made for the commencement of the work as early as next summer; in which event, the very intelligent officers of the Topographical corps will have an opportunity of evincing their practical skill, as well as scientific attainments, in executing a work which cannot fail of redounding to their credit, for the genius and talents which must be employed, and to the honor of the nation, for its wisdom and munificence in projecting and completing an artificial channel, that will surpass in grandeur and importance the celebrated canal, which, during the splendid reigns of the Pharaohs and Ptolemies, united the waters of the Red Sea with those of the Nile.

"The extensive and very useful services which the Topographical Engineers have rendered the State and National Governments, have not been sufficiently appreciated, or the meritorious character of that band of well educated, laborious and efficient officers, so well understood as is desirable for warranting the endowment of all the means which are indispensable for a full development of a comprehensive civil and military establishment, that embraces the widest range of important duties, of any which have been organized since the foundation of the Government. It has been too limited in the number of officers and the diversity of objects which should be included within the field of their labors.

"Besides such explorations and surveys as are necessary for the specific purposes connected with the defenses of the country, the various lines of communication, afforded by roads, railways and canals, and the location of works for improving the harbors on the sea-coast and the lakes, and the navigation of rivers, the construction and publication of maps, of every portion of the country, based on accurate trigonometrical principles, and the erection of all the hydraulic and architectural works, other than such as belong to fortifications, should be added to the duties of the corps; while geology should form a distinct department of it, as that science embraces one of the most extensive, interesting and useful branches of natural history, from its immediate connection with the arts, and offering numerous great sources of national industry, prosperity and wealth.

"Give to this corps ample moral and physical means for rendering it capable of accomplishing all the purposes which may properly be ranged within its broad sphere of action, and the beneficial results will be as far-reaching and conspicuous, as they will be astonishing and glorious to the nation. Hitherto, the officers have been chiefly engaged in reconnaissances and surveys, and have not been favored by opportunities of carrying into effect the various extensive plans for public works, which they have industriously matured, but that they will be as eminent, in the actual illustration, as they have been exact in preliminary investigations, ingenious in theoretical modes of construction, perfect in the details of plans, and accurate in estimates, we have the most complete assurance from what they have, thus far, been permitted to perform.

"I am indebted to Captain Williams for most of the facts in relation to this subject.

## Correspondence of the Journal of Commerce.

## ARMY TEMPERANCE SOCIETY.

HANCOCK BARRACKS, (Houllou, )

Feb. 27, 1839.

A Temperance Society on the ground of total abstinence from all intoxicating liquors, has recently been formed at this post, among the officers and soldiers of the 1st Artillery; and by a vote of the Society was organized on Thursday evening last by the adoption of a Constitution and By-laws, and by the choice of officers. Dr. Lawrence Sprague, the Surgeon at this post, was chosen President of the Society.

Sixty-five persons, (more than two thirds of the command,) have subscribed to the following pledge: "We, the undersigned, do agree and pledge ourselves, to abstain totally from the use of all distilled, vinous, or fermented liquors, as a beverage, and that, in all suitable ways, we will discountenance their use throughout the community."

The formation of this Society is highly honorable to the garrison, and the men deserve the more credit, as they are recently from the field of war in Florida, where they have served a three years' campaign, and might naturally be supposed to have formed some bad habits.

The good effects of this Society are already perceptible, in the increased health, activity and cheerfulness of its members, and in their improved habits of decorum and subordination. B.

P. S. As I am writing from the vicinage of the "disputed territory," you will be likely to expect from me some account of the state of things in this region. On the other side of the line all things are quiet. There are three companies of English regulars quartered twelve miles East of us, on the St. John's river, in the town of Woodstock; one of the companies came up the river from Frederickton on Sunday last. These troops are waiting for a reinforcement from below, when they will probably proceed up to the Tobique settlement, about 40 miles further up the river, and encamp near the disputed territory. Brother Jonathan has now from 1500 to 2000 militia on the disputed ground, and has raised the American flag upon it. Six or eight hundred more troops are on their way thither, and are expected to pass through this town to-morrow. "I reckon," that the Northeasterly snow storm of to-day will rather damp their martial powers.

Whatever the New York merchants may think of the Northeast wilderness of Maine, as a bone of contention, the people of this State regard it as a serious affair; and they would not give up an acre of it contrary to the principle of right to save all the commerce of your great city. Maine, I believe, has borne with great patience the fifty six years of negotiation; and it is no wonder if she is a little sensitive as to further delay. I do hope, however, that the good folks of Washington will compromise matters; for really a war between Great Britain and the United States ought very much to be deprecated.

**THE ARMY.**—Some of the ardent advocates of this, the last of the republics, have always indulged in apprehensions, which are real or fictitious, that a regular army would form the only obstacle to the permanence of our institutions. It must be admitted that an armed and disciplined body of men, who are really entitled to the appellation of manhood, is always formidable; but the forces of our peace establishment, if we refer to the numerical, should not be esteemed dangerous. The army has always been well officered, from the day the battle of Bunker Hill was fought, to the present time. The rank and file, during the last war, was composed of excellent men, who were impelled to action by a sense of duty, the love of country, or the love of fame. But some unfortunate detachments of recruits have been marched to Florida, in some or all of the campaigns, of the Seminole wars. We are assured by a gentleman of spirit, who served there as a centurion, to speak classically, or, in modern parlance, a captain, that thirty out of sixty of his privates could not understand a word he uttered in their hearing. They never could comprehend the difference between the command to *charge* their muskets, *charge* the enemy, and *charge* the United States for services rendered. This last charge has, unhappily, too often proved a blank cartridge. The slender encouragement held out to native Americans, has rendered it a matter of necessity for recruiting officers to enlist foreigners, who have certainly fulfilled their engagements with all

the fidelity which could be expected, and with as much of patriotism and duty as they could understand.

It would be an illustration of wisdom to contrive sufficient inducement for our native citizens to fight our battles, and not submit to the humility of taxing foreigners for this purpose. The love of fame, alone, is not sufficient to sustain the national honor. The regard which men *should* entertain for their country must be thrown into the scale, in order to keep within the appropriate sphere *all the stars and stripes*, and to retain the original brilliancy of coloring.—*Missouri Saturday News.*

**Mrs. THOMPSON'S PETITION.**—We have perused, with singular interest, the petition addressed to Congress, by the widow of the late Lt. Col. Thompson, of the 6th U. S. Infantry. This appeal, so full of truth and eloquence, must create some sensation, if there is any place in the bosom of Congressmen for just or generous emotions. We may take occasion to give some extracts from the petition, if for no other purpose than to show how sensitive a bereaved sufferer feels when supplicating a rigid body of law-givers, who have sufficient stoicism to look on blood and carnage at a distance, with indifference, if not perfect composure. While seated with their feet on a warm carpet, in their cushioned places, in the capitol, it may require a more vivid fancy than they indulge, for members of Congress to perceive the amount of suffering which officers and men endure, knee-deep in the morasses of Florida.

Like most other applications of the kind, we presume this will prove abortive; and the widow's tear, like the dew-drop on the lawn, be passed over and disregarded, while the orphan's cry will be drowned in the boisterous mirth of the banquet.—*Ibid.*

**THE MILITIA.**—The subject of a reform of our militia system has, within the past year, attracted a large share of public attention. County and State Conventions have been held; resolutions and addresses presented; our local and national Legislatures memorialized; and many vigorous but isolated efforts made to commence at least, the desired reform. The want of concert, the diversity of opinions as to the necessary plans, and the important topics which have recently been agitated, have loomed as yet every effort of the friends of an efficient militia to bring their schemes before the public as prominently as their importance would justify. Yet at no period of our history has this subject been invested with so much importance, as at the present crisis. A war with Great Britain, the most formidable power on the surface of the globe, is now within the range of probabilities. With every disposition to preserve the blessings of peace and to cherish the ties of amity and commercial intercourse which have so long and so closely connected the two countries, there are over-ruling circumstances which, within less than six months, may convert two peaceful, enlightened and powerful nations into active and embittered belligerents. Should such be the result of the Boundary Question, in what condition is this country to go to war?

With our vast commerce scattered over the ocean wave, wherever human enterprise has found or forced a passage; with but a tithe of our navy in commission, and very limited means of adding to that number; with our forts dismantled, our frontiers unprotected, our whole regular army barely sufficient to garrison a single fort; without a national foundry, and a most insufficient supply of ordnance; with a militia which has been deprived even of the desire for the improvement by the neglect of the General Government; what have we to expect in the event of a war with Great Britain and her dependencies? What other reliance have we than upon that very militia, which, in spite of the earnest entreaties of its friends, has been suffered to droop, and almost to die from sheer and culpable neglect? Where else is

the President to look for the *fifty thousand* volunteers, who are to be entrusted with the defence of our country's honor? And how could we count upon success, at any rate, in the opening campaigns, without discipline, without organization and without arms?

We do not entertain a doubt that among our hardy yeomanry we can find material enough to protect the soil, and maintain the honor of the United States. But that material would require preparation; and should war burst upon us unexpectedly, the necessary preparation could only be procured at a vast expense of blood and treasure. We urge these considerations, not that we desire to create unnecessary alarm, or that we even deem a war a probable contingency; but that if, as God grant, the present difficulties may be honorably and amicably adjusted, no recurrence of similar events shall ever find this great country exposed to the ravages of a comparatively insignificant foe. Let the General Government provide for the protection of our wide-spread commerce, by adding to the vessels already in commission, as largely and as rapidly as our means will permit; and let us no longer hear of the pride of our navy, the glorious old *Ironsides*, being converted into a transport-ship for live stock.

Let our forts and frontier posts be properly repaired and rendered fit tenements for soldiers, instead of being, as now, nothing better than defenceless shells. Let measures be taken to provide at least a respectable supply of ordnance. Finally, let our militia, which constitutes our chief strength, and on which we must place our main reliance, be organized anew under proper regulations; and let the spirit of emulation, which is once more spreading through its ranks, receive from the General Government that encouragement, which can alone direct it to permanent and beneficial results. With such precautions, and the consciousness of a good cause, should the alternative of war ever be forced upon this country, we might embark in it with the confidence which can only be derived from discipline and preparation; trusting, under Providence, to the stalwart arms and stout hearts of the citizens of this free Republic to repel aggression from her soil, and dishonor from her flag. —*Albany Daily Advertiser*.

**NORTH EASTERN BOUNDARY.**—The importance of the disputed territory in a military point of view, is ably set forth in the following extract from the *American Quarterly Review* for June, 1832.

If a war should ever again arise between the United States and Great Britain, the policy of our country is obvious; the Acadian peninsula must be ours at all hazards, and at any cost of blood and treasure. Were this once gained, the rest of the colonies would fall almost as soon as we might please to summon them, and the whole coast of the United States be safe from any serious attack.

It is impossible to look back upon the transactions of the late war, without wondering at the total want of strategic skill displayed by our Government. Every point in the British possessions was threatened except those which were vital; the bravery of our soldiers was applied to objects, which, if attained, would have been of no real value. Canada was the prize we proposed to ourselves, and the first attack upon it was directed from Detroit; the second, from the Niagara river; and on this point, of no value in a military point of view, the energies of two successive campaigns were wasted; the ill-combined movement on Montreal was not attempted until a superior opposing force had been collected; and, had it been successful, would have been far from decisive. Nor is it clear, that any person possessed of a military eye, would see at once that Quebec ought to have been the object of attack; or else a post should have been seized and fortified upon the St.

Lawrence, below that city, which would have rendered its communication with the sea unsafe.

It fortunately happens, that there is a portion of the American territory so advantageously situated, that if a proper use were made of it, it might neutralize all the benefits derived by the British Government from the possession of Nova Scotia. We allude to the territory possessed by the State of Maine, north of the forty-sixth degree of latitude. This divides New Brunswick from Canada, and would enable an army, collected in it, to threaten Quebec on the one side, and Halifax on the other. It would compel the British Government, in case of war, to form an equal army, both in New Brunswick and Lower Canada, and to unite in the St. Lawrence a fleet of such strength, as would leave little force disposable for the blockade of our coast; probably too little to contend with our navy. Should the defence on either side be neglected, one or other would fall; with Quebec would fall the whole of Canada; with Halifax, all hopes of curbing the exertions of our maritime force.

This district presents the incalculable advantage of enabling an army, moving in it, to act upon a single line against an enemy compelled to move upon two; and, in addition, threatens points, not of minor, but of vital importance. The British Government have stained every nerve to prove a right to its possession; and now that the question is decided, so far as the difference is of any value, in our favor, acquiesce with a bad grace in the decision of the umpire. Its value is by them far better appreciated than by us, who seem to look upon the matter as if it merely touched the property of a certain number of square miles, of a territory by no means fertile, and did not include a military position, capable of securing the tranquillity of ten times its own extent. The value of a military road from New Brunswick to Quebec has been insisted upon, in the arguments of the British agents; but they have never whispered the actual truth, that they dreaded its possession by us far more than they feared its mere loss to them. It cannot be doubted, that should a war again occur, the very first hostile step would be the seizure of this debatable ground, which, resting upon the two strong holds of the British Government, would never again return into our possession. It ought, therefore, to be at once occupied in such a manner, that its total loss need not be feared. For this purpose, a fortress, capable of sustaining a siege until it could be relieved, should be erected upon the upper valley of the St. John's, and connected with the settled country by a military road, and a chain of fortified posts.

We copy again from the *Portland Courier*, and if the following article from the last number of that paper strikes others as it does us, we could not occupy our columns with any thing more valuable. The *Courier* deserves well of the whole country for the manly and rational course it has taken on the subject of the boundary difficulties, amidst so many temptations to act like others. The views and sentiments here put forth, are as just as they are patriotic, and contrast more favorably with the fire and fury of most of its contemporaries. It places the controversy and the consequences that must result from a state of headlong hostilities with England, upon the true ground. Its words are words of wisdom, to which it will be well for all good citizens to give heed. We know how popular it is to profess an overflowing of patriotism, and how much moral courage it requires to stem a current of popular enthusiasm. They who have that courage deserve much more of their country, and are much better entitled to the character of true *bravery*, than those who permit themselves to be carried away by every whirlwind of feeling that may pass periodically over the land. Courage, or what calls itself by

that name, is not always most plentiful where it makes most noise. Firmness may have its fanaticism as well as other good qualities, and we think Maine and New Brunswick have their full quota at this time. We commend this article to the calm and attentive perusal of every right minded reader. —*New York Gazette.*

*From the Portland Courier.*

We understand that the views of Mr. Senator Williams and Gen. Scott are pacific, and coincide with those of the General Government. They think nothing should be done by Maine to impede the progress of negotiations which are about to be resumed under such favorable aspect on the part of the United States, and with a full determination to bring the controversy to an issue.

No one who has any stake in the country, or wishes well to her interests and prosperity, can, we think, for a moment hesitate to choose between peace and war. We are all agreed here, and throughout the whole land, in the extent of our rights, and the justice of the claim of Maine. If these rights can be preserved by negotiation, it is of vast consequence to both countries that it should be done. If negotiation is uncertain in its results, much more so is war. We may go through the suffering and horror of protracted hostilities, at the expense of millions, and the prodigious waste of the best blood of our country, and be no nearer the adjustment of the boundary question than we were at the beginning of them.

Great Britain has pride and feeling as well as ourselves; she has been unjust to us, she has often been so, and to other nations, but she will not be compelled to retreat or negotiate with a bayonet at her throat. She is like honest Jack Falstaff, she will not give a reason on compulsion, though reasons were as thick as blackberries. The only way to begin a new negotiation, with any prospect of success, is for each party to retire to the position it occupied before the existing difficulties commenced; both parties can now do it at the recommendations of their respective governments, without impeachment of their honor or their courage; when that is done, they can then, without any sacrifice of pride or national feeling, enter upon the discussion of the merits of the question, and not compromise their motives or their rights.

Pride and feeling and passion have more to do in disturbing the peace of nations than real evils. There is a peculiar sensibility in national intercourse, which is easily offended, and when wounded is not easily healed. Any one who will open the book of history will perceive that some of the longest and most desolating wars, which have laid waste the world, have proceeded from trifling offences to national dignity, and not to any matter of real and substantial value to the welfare and happiness of either party.

It is not to be disguised that there are many persons, both in this country and in England, who are ready to precipitate the two nations into a war. The claim of the British to the Oregon territory, the inflammatory spirit which runs along the whole Canadian border; and now at last the encroachments upon Maine, have kindled resentments in many that can only be satisfied with blood. But we trust that the mass of the people will look coolly and deliberately upon these matters; will set down and count the cost, not merely in dollars and cents, but in national prosperity and happiness, before they consent to let slip the dogs of war, to prey upon human life and the best interests of society.

It is said that Captain Stockton was to leave Marseilles for Paris, on the 21st January, as bearer of despatches. The Ohio was at Mahon.

*From the Baltimore American.*

A correspondent has sent us for publication the annexed list of British vessels of war, and merchantmen captured and destroyed by the American arms during the last war with that nation. His object appears to be, to afford practical illustration of the ground which he assumes, that preparedness for war on the part of this country, does not consist in having as large and powerful a navy as that of other nations, but in our ability to cut up their commerce, as was done in the case of Great Britain. We re-publish the list, as containing particulars which many have doubtless forgotten, and which very many have never known:

**LIST OF BRITISH VESSELS OF WAR TAKEN**

*By the Americans in 1812 to 1815.*

Names and guns.	By whom taken.
Guerriere	49 Constitution frigate.
Macedonian	49 United States.
Java	49 Constitution.
New Frigate	40 Destroyed at York.
Alert	26 Essex.
Frolic	22 Wasp.
Boxer	18 Enterprise.
Peacock	20 Hornet.
Egervier	20 Peacock.
Reindeer	20 Wasp.
Avon	19 Wasp.
Penguin	21 Hornet.
Hermes	24 Destroyed at Mobile.
Cyane	34 } Constitution.
Levant	21 }
Dominica	16 Priv. Decatur, 7 guns.
Highflyer	4 President frigate.
Laura	12 Priv. Diligent, 10 guns.
St. Lawrence	15 Priv. Chasseur, 12 do.
Pictou	10 Constitution frigate.
Balahon	8 Priv. Perry, 6 guns.
Townsend	9 Priv. Tom, 10 guns.
Emu	10 Holkar, Privateer.
Landrait	4 Syren, do
Morgiana	18 Saratoga 14 do
Lapwing	10 Fox 7 do
Prince Adolphus	} Re, p's but not by N.Y. Off. 126 guns, and could by N.Y. Off.
Princess Amelia	
Express	
Mary Ann	
Ann	
Manchester	
Little Catharine	
Princess Elizabeth	
do do (ano'r)	
Lady Mary Pelham	
Windsor Castle	do do
Swallow	do do
Duke of Montrose	do do
Nocton	Essex do
Detroit	19 }
Queen Charlotte	17 }
Lady Prevost	13 }
Hunter	10 Lake Erie.
Little Belt	3 }
Chippewa	1 }
Caledonia	6 }
Confiance	39 }
Lunnet	16 Lake Champlain.
Chub	11 }
Finch	11 }
Duke of Gloucester	14 }
Melville	14 }
Julia	3 Lake Ontario.
Growler	8 }
Nancy	3 Lake Huron.

62 vessels, mounting 870 guns.

**List of MERCHANT VESSELS captured from the**

*British by the Americans, in 1812 to 1815.*

854 ships, mounting	2,500 guns.
610 brigs	2,500

520 schooners	600
135 sloops, few armed.	
730 vessels, besides the above, (re- tured,)	2,500
62 National ships as above	870
2,422 in all	9,870
31 ships of war were lost at sea during the above time, which may fairly come into the account	809
2,453 vessels	9,679 guns.

### LAWS OF THE UNITED STATES.

AN ACT for the improvement and survey of certain rivers, and the repair of certain roads in Florida.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the following sums of money be and the same are hereby, appropriated, to be paid out of any money in the Treasury not otherwise appropriated, for the purposes herein specified, that is to say,

For the removal of obstructions at the mouth of the Suwanee river, and for the survey of the said river, with a view to its improvement, fifteen thousand dollars;

For the survey of Yellow river, Florida, to ascertain the practicability and cost of removing the raft which obstructs its navigability, five hundred dollars;

For the repair, including the alteration, if necessary, of the road from Jacksonville, by the way of Garey's ferry, to Newnansville, Florida, five thousand dollars;

For the construction of a road from Jacksonville to St. Mary's, Florida, in part or in whole upon the route of the existing road, as may be found expedient, seven thousand five hundred dollars; all which sums shall be expended under the direction of the Secretary of War.

APPROVED, March 3, 1839.

AN ACT to authorize the Secretary of the Navy to purchase a tract of land belonging to the heirs of John Harris, deceased, being within the limits of the navy yard in Charlestown, Massachusetts.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the Secretary of the Navy be and he hereby is authorized and required to purchase certain lands situated within the limits of the Navy yard in Charlestown, in the State of Massachusetts, said land being the property of the heirs of John Harris, late of Charlestown, deceased.

SEC. 2. *And be it further enacted,* That the price and value of said land may be fairly and justly estimated, the Secretary of the Navy is hereby authorized to agree with said heirs in selecting and choosing three disinterested, discreet, suitable men, who, after being sworn, and having fully examined said land, shall estimate and appraise the same: *Provided,* it can be purchased for a reasonable sum.

SEC. 3. *And be it further enacted,* That, when the appraisal shall be made known to the Secretary aforesaid, and a good and sufficient deed of the said land shall be tendered or given to the United States by the said heirs, then the Secretary of the Navy shall pay said heirs the amount of said appraisal, being the consideration for the premises, out of any money in the Treasury not otherwise appropriated.

APPROVED, March 3, 1839.

### [PUBLIC—No. 37.]

AN ACT making appropriations for the support of the army for the year one thousand eight hundred and thirty-nine.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the following sums be and the same are hereby appropriated, to be paid out of any money in the Treasury not otherwise appropriated, for the support of the army during the year one thousand eight hundred and thirty-nine, that is to say:

For the pay of the army, one million five hundred and thirty-four thousand eight hundred and thirty-two dollars.

For the subsistence of officers, four hundred and seventy thousand seven hundred and forty-four dollars.

For forage of officers' horses, one hundred and eleven thousand one hundred and fifteen dollars.

For payments in lieu of clothing to discharged soldiers, and to officers, in lieu of clothing for their servants, fifty-nine thousand four hundred dollars.

For subsistence, exclusive of that of officers, one million one hundred and twenty-two thousand eight hundred and thirty-two dollars.

For clothing of the army, camp and garrison equipage, cooking utensils, and hospital furniture, four hundred and seventy-three thousand four hundred and thirty-five dollars.

For the medical and hospital department, twenty-four thousand four hundred dollars.

For the regular supplies furnished by the quartermaster's department, consisting of fuel, forage, straw, stationery, and printing, two hundred and forty-five thousand five hundred dollars.

For barracks, quarters, store-houses, embracing the repairs and enlargement of barracks, quarters, store-houses, and hospitals at the several posts; the erection of temporary cantonments at such posts as shall be occupied during the year, and of gun houses for the protection of the cannon at the forts on the seaboard; the purchase of the necessary tools and materials for the objects wanted, and of the authorized furniture for the barrack rooms; rent of quarters for officers; of barracks for troops at posts where there are no public buildings for their accommodation; of store houses for the safe keeping of subsistence, clothing, and other military supplies, and of grounds for summer cantonments, encampments, and military practice, one hundred thousand dollars.

For the allowance made to officers for the transportation of their baggage, when travelling on duty without troops, sixty thousand dollars.

For the transportation of troops and supplies, viz: transportation of the army, including the baggage of troops, when moving either by land or water; freight and ferriages; purchase or hire of horses, mules, oxen, carts, wagons, and boats, for the purpose of transportation, or for the use of garrison; drayage and cartage at the several posts; hire of teamsters; transportation of funds for the pay department; expense of sailing a public transport between the ports on the Gulf of Mexico, and of procuring water at such posts as, from their situation, require it; the transportation of clothing from the depot at Philadelphia to the stations of the troops; of subsistence from the places of purchase, and the points of delivery under contracts, to such places as the circumstances of the service may require it to be sent; of ordnance from the foundries and arsenals to the fortifications and frontier posts, and of lead from the western mines to the several arsenals, the sum of two hundred and fifty thousand dollars.

For the incidental expenses of the quartermaster's department, consisting of postage on public letters and packets; expenses of courts martial and courts of inquiry, including the compensation of judge advocates, members, and witnesses; extra pay to soldiers, under an act of Congress of the second of March, eighteen hundred and nineteen; expenses of expressers from the frontier posts, of the necessary articles for the interval of non-commissioned officers and soldiers; hire of laborers; compensation to clerks in the office of quartermasters and assistant quartermasters at posts where their duties cannot be performed without such aid, and to temporary agents in charge of dismantled works, and in the performance of other duties; expenditures necessary to keep the two regiments of dragoons complete, including the purchase of horses to supply the place of those which may be lost and become unfit for service, and the erection of additional stables, one hundred and two thousand dollars.

For contingencies of the army, seven thousand dollars.

For two months' extra pay to re-enlisted soldiers, and for the contingent expenses of the recruiting service, thirty thousand nine hundred and twenty-seven dollars.

For the national armories, three hundred and sixty thousand dollars.

For the armament of the fortifications, one hundred thousand dollars.

For the current expenses of the ordnance service, one hundred thousand dollars.

For ordnance, ordnance stores, and supplies, one hundred and twenty thousand dollars.

For arsenals, one hundred and fifty thousand dollars.

For new machinery at Springfield armory, twenty thousand dollars.

For purchase of land at the Allegheny and Watertown arsenals, three thousand five hundred dollars.

For the expense of preparing drawings of a uniform system of artillery, and for other supplies in the Ordnance Department, three thousand eight hundred dollars.

For arrearages prior to the first of July, eighteen hundred and fifteen, per act of the first of May, eighteen hundred and twenty, payable through the Third Auditor's office, three thousand dollars.

For surveying and opening of the western frontier military road, being the balance of an appropriation carried to the surplus fund, fifty-two thousand one hundred and twenty-five dollars and sixty-seven cents.

Sec. 2. *Be it further enacted*, That the following sums be, and the same are hereby, appropriated, out of any money in the Treasury not otherwise appropriated, for the preservation, repairs, and construction of certain fortifications and incidental expenses for the year eighteen hundred and thirty-nine, viz:

For preservation of Castle island, and repairs of Fort Independence, at Boston, twenty-five thousand dollars.

For Fort Warren, at Boston, forty thousand dollars.

For Fort Adams, at Newport, ten thousand dollars.

For the fort at New London harbor, five thousand dollars.

For Fort Schuyler, at New York, ten thousand dollars.

For repairs of Castle Williams and Fort Columbus, and officers' quarters, at New York, two thousand dollars.

For Fort Delaware, ten thousand dollars. *Provided*, that no part of this appropriation shall be applied till the title of the said fortification shall be decided to be in the United States.

For Fort Monroe, ten thousand dollars.

For Fort Calhoun, fifteen thousand dollars.

For Fort Caswell, five thousand dollars.

For fortification in Charleston, South Carolina, and for the preservation of the site of Fort Moultrie, ten thousand dollars.

For Fort Polaski, at Savannah, fifteen thousand dollars.

For Fort Marion and sea-wall at St. Augustine, ten thousand dollars.

For fort on Foster's bank, Pensacola, five thousand dollars.

For contingencies of fortifications, ten thousand dollars.

For incidental expenses attending the repairs of fortifications, and for the purchase of additional land in the neighborhood, fifty thousand dollars.

For the fort at Grand Terre, being the amount of a former appropriation carried to the surplus fund, fifteen thousand dollars.

For the preservation and repair of Fort Niagara, thirty thousand dollars.

For repairing and rebuilding the old fort at Oswego, including the construction of the necessary barracks, twenty thousand dollars.

For barracks and other buildings at Sacket's Harbor, ten thousand dollars.

For barracks and other buildings at Plattsburg, twenty thousand dollars.

For the construction of barracks, quarters, store houses, hospitals and stables, and the necessary defenses of the posts it may be deemed proper to establish for the better protection of the western frontier, eighty thousand dollars.

Sec. 3. *Be it further enacted*, That the following sums be, and the same are hereby, appropriated, to be paid out of any money in the Treasury not otherwise appropriated, for the support of the Military Academy for the year one thousand eight hundred and thirty-nine, viz:

For pay of officers, cadets, and musicians, fifty-nine thousand two hundred and twenty-eight dollars.

For subsistence of officers and cadets, forty thousand and four dollars.

For forage of officers' horses, three thousand nine hundred and thirty-six dollars.

For clothing of officers' servants, three hundred and ninety dollars.

For defraying the expenses of the Board of Visitors at West Point, two thousand dollars.

For fuel, forage, stationery, printing, transportation, and postage, twelve thousand five hundred and eighty-one dollars and forty-five cents.

For repairs, improvements, and expenses of buildings, grounds, roads, wharves, boats, and fences, seven thousand two hundred and twenty-one dollars and sixty cents.

For pay of adjutant's and quartermaster's clerks, nine hundred and fifty dollars.

For increase and expenses of the library, one thousand dollars.

For miscellaneous items and incidental expenses, seven hundred and thirty-one dollars and fifty cents.

For the department of engineering, three hundred dollars.

For the department of philosophy, twelve hundred dollars.

For the department of mathematics, ninety-seven dollars and fifty cents.

For the department of chemistry, eight hundred and twenty-seven dollars and fifty cents.

For the department of drawing, two hundred and eighty-five dollars.

For the department of tactics, three hundred and sixty dollars.

For the department of artillery, two hundred and seventy-five dollars.

For a reservoir, three thousand one hundred and eighty-two dollars.

For two fire-engines, with hose complete, one thousand nine hundred dollars.

For the completion of the buildings for the library and the engineering, philosophical, and chemical departments, in addition to the appropriation of eighteen hundred and thirty-eight, sixteen thousand six hundred and forty-nine dollars and fifty cents.

Sec. 4. *And be it further enacted*, That payment shall be made under the directions of the Third Auditor, to the Missouri volunteers, whose horses were lost or cast away at sea, or which perished or died in consequence of suffering at sea, in the voyage from New Orleans to Tampa Bay, in the year eighteen hundred and thirty-seven; and that the sum of thirty-five thousand dollars, out of any money in the Treasury not otherwise appropriated, be, and the same hereby is, appropriated, to make said payments.

And when it shall appear that erroneous valuations have been made of such property, with a view to defraud the Government, the Secretary of War shall suspend payment thereof until a satisfactory investigation can be made, and it shall be made to appear that such violation was made in good faith.

APPROVED, March 3, 1839.

#### APPROPRIATIONS FOR INDIAN DEPARTMENT.

—We condense, from the law passed at the last session, the following account of appropriations, amounting to one million and fifty-five thousand seven hundred dollars.

Pay of Indian Agents,	-	-	\$16,500
Sub-Agents,	-	-	12,000
Interpreters,	-	-	9,300
Presents to Indians,	-	-	5,000
Provisions to Indians when visited,	-	-	11,800
Building at agencies,	-	-	10,000
Rent, fuel, stationery, and contingencies of Indian office,	-	-	36,500
For carrying into effect stipulations of several treaties,	-	-	71,600
For blacksmiths, &c.,	-	-	27,580
For treaties, &c.,	-	-	13,200
For the education of certain Indian youths, (this, we suppose, is the Vice President's Seminary at the Great Crossings,)	-	-	20,541
Sundries	-	-	775
Carrying into effect treaty with Ottawas and Chippewas,	-	-	43,704
Removal and subsistence,	-	-	98,800



Treaty with the Miamis, and payments under it,	239,800
Removal of the Pottawatamies, &c.,	50,600
For the Omahas,	18,300
For the Sioux,	6,000
For the Creeks,	193,600
For the Cherokees,	16,900
For the Great and Little Osages,	124,000
For the Iowas,	9,800
Sundries,	8,000
For physicians to vaccinate Indians,	5,000
Marking boundaries between the tribes west of Mississippi,	10,000
	<hr/> \$1,055,700

## ORIGINAL POETRY.

## STANZAS TO "MARY."

BY LIEUT. G. W. FATTEN, U. S. ARMY.

I know a change is on thy cheek,  
 Although I see it not;  
 And that the home thy longings seek,  
 Is now a distant spot.  
 I know my lyre of murmurs deep,  
 For thee hath shadows dim,  
 And thou wilt turn aside to weep,—  
 To weep, alas! for him.  
 But thou art learn'd in music's art,  
 And mensur'd numbers well;  
 And know'st the voice, which pains the heart,  
 Still soothes it with its spell.  
 So sad and soft with chosen word  
 I wake my dreary strain;  
 And gently touch the mournful chord,  
 I chant—thy lover slain.  
 No muffled drum, with note of woe,  
 Proclaim'd when he was dead;  
 No funeral flag, with solemn show,  
 Half mast the tidings spread.  
 But fierce and far, from bank to bank,  
 Out broke a savage yell,  
 And the soldier in the rearmost rank  
 Knew that a warrior fell.  
 Oh! 'tis a mournful thing to be,  
 Amid the battle blast,  
 And o'er a brow we love, to see  
 The death-tint stealing fast,—  
 To view the all unconscious glance,  
 Fix'd in a vacant stare,  
 And yet the banner on the lance,  
 And the trumpet on the air.  
 Thou wert not there to see him die  
 Upon the warlike heath—  
 Thou wert not there, to close his eye,  
 And watch his parting breath—  
 To feel his finger's quivering touch,  
 His last—last look to see;  
 And he, whom thou didst love so much,  
 Was buried far from thee.  
 In vain his lip of anxious care  
 Soft murmur'd, "Mary, come!"  
 Thou didst not hear that lowly prayer,  
 The exile breath'd for home.  
 And when upon the crimson sand,  
 Mid shouts and thunder peal,  
 He stretch'd for thee his dying hand,  
 It grasp'd—a thing of steel.  
 Oh! in the hour death's angel came,  
 Life's loosened chord to shake;  
 Upon thy bosom's conscious frame  
 Did not a heart-string break?  
 How could his spirit leave its goal,  
 Upon that fearful day,  
 And thine not feel the pang which stole,  
 Thy more than life away?  
 Thy heart is now a desert spot,  
 Where joy hath ceased to bloom,  
 Yet thine the hope which sleepeth not,  
 But shines beyond the tomb,  
 Though burst the coil of mortal birth,  
 'Tis not forever given,  
 The spirit which so lov'd on earth,  
 Yet lives and loves in Heaven!

HAMMOCK, OKEFONOKEE SWAMP, Feb. 2, 1839

## WASHINGTON CITY:

THURSDAY, ..... MARCH 21, 1839.

When the utility of any public improvement, or the importance of any public measure, has become so apparent by demonstration that no doubt can remain, the credit of having originated or suggested it, is likely to find many claimants. Had steam never been brought to its present state of advancement, though yet far from being perfect, the names of WATT, FULTON, RUMSEY, FITCH, and a host of others, would not have descended beyond the generations in which they lived. The name of FAUST will ever be connected with the typographic art, that of NEWTON with the science of astronomy, and FRANKLIN's with electricity.

Steam navigation now occupies the minds of the civilized world; and looking forward to future conflicts, steam vessels of war are regarded as indispensable auxiliaries, both in attack and defence. For similar ends have military men seriously reflected upon the best method of placing their country in a posture successfully to resist invasion from abroad, and to restrain the predatory habits of our neighboring Red brethren. To effect the former object, not the least important is the means of transporting with facility, rapidity, and economy, bodies of troops and munitions of war; and for the latter, a mounted force has been recommended as the most efficient and eventually the least expensive. This description of force has been provided, to a limited extent, and experience will soon test, if it have not already done so, its efficiency as well as economy. We hope that no retrenching hand will be permitted to deprive us of it, until it shall have been fully and fairly tried.

To show that the views now entertained on these subjects are not of recent date, we have obtained copies of official reports made by Quartermaster General JESUP—one in 1824 to Mr. SHRIVER, an eminent civil engineer, on the military importance of the then proposed and now partially completed Chesapeake and Ohio Canal; and another addressed, in 1830, to a member of Congress, on the utility of a mounted force for the protection of the western frontier.

Neither of these Reports, it is believed, has been before published, and we shall probably follow them up with others of a similar tenor.

Major General MACOMB will leave Washington this day to take the chief direction of affairs in Florida. His stay there will depend upon circumstances which cannot be known until after his arrival in the Territory.

Gen. TAYLOR will remain on duty in Florida. Major General SCOTT was at Augusta, Me., on Wednesday, 13th inst., and would remain there for the present. There is no truth in the report, as mentioned in several papers, that two companies of dragoons were ordered from Carlisle to Maine.

By letters received in Washington, we regret to learn that Captain SAMUEL L. RUSSELL, of the 2d Infantry, U. S. A., was killed about the 28th ult., on the banks of the Miami river, in a skirmish with a small party of Indians.

#### PROTECTION OF THE WESTERN FRONTIER.

QUARTERMASTER GENERAL'S OFFICE,  
Washington City, April 5, 1830.

SIR: I received this morning your letter, dated the 3d inst., and I have the honor to observe, in reply to your inquiry, "whether a mounted force would not, on the whole, be as cheap as an efficient defence by infantry," that it would be difficult to make an estimate of the comparative expense of the two modes; but experience, I think, has abundantly demonstrated, that the nature of the country south of the Missouri river, and the character, habits, and resources of the Indians who range on, or inhabit it, are such as to render it impossible to secure that frontier by infantry alone, how numerous and well appointed soever they may be. As well might we leave the defence of our maritime frontier, and the protection of our foreign commerce, to the artillery stationed on the sea board. The means of pursuing rapidly, and punishing promptly those who aggress, whether on the ocean or the land, are indispensable to complete security; and if ships of war are required in the one case, a mounted force is equally so in the other. Were we without a navy, piracies might be committed with entire impunity, not only on the high seas, but in our very harbors, and within view of our forts. So without a mounted force south of the Missouri, the Indian, confident in the capacity of his horse to bear him beyond the reach of pursuit, despises our power, chooses his point of attack, and often commits the outrages to which he is prompted either by a spirit of revenge, or a love of plunder, in the immediate vicinity of our troops, and the impunity of the first act invariably leads to new aggressions. To compel him to respect us, we must make him feel our power, or at all events convince him that he can have no security in flight.

I have the honor to be, sir, very respectfully, your obedient servant,

TH. S. JESUP.

#### INTERNAL IMPROVEMENTS.

QUARTERMASTER GENERAL'S OFFICE,  
Washington, Jan. 17, 1824.

SIR: Your letter requesting my views in relation to the military importance of the proposed western canal, was received some time ago, but in consequence of the weak and diseased state of my eyes, and the attention which my official duties required of me at the close of the year, I have been prevented from replying to it at an earlier date.

How important soever internal improvements, such as roads, canals, and bridges, may be in a political and commercial point of view, I am persuaded they will be found still more so in their relation to the military defence of the country; for the military power of a nation consists not so much in a numerous population and great resources, as in the capacity which it possesses of concentrating them at assignable points with certainty and rapidity. If this position be true, and I hold it to be undeniable, it inevitably follows that the nation having the best system of internal improvement, all other circumstances being equal, will be more powerful than any other, particularly in wars of defence, because it can place at any point on the frontier a greater force, and a larger portion of supplies, in a given time, than its antagonist.

The military power of contiguous nations of equal force, is in proportion to the rapidity with which that force may be concentrated; for instance, if one

move its troops to the point of action at the rate of forty miles a day, and the other at twenty, it is evident that the former may on all occasions operate with a force double to that of its enemy; and the whole secret of success in war as well as in politics, consists in being able to oppose the many to the few.

If nations thus situated be able to concentrate equal forces in the same time, that which can accomplish the movement with the least fatigue to its troops, will beat the other, for its force will arrive on the ground better prepared for action, and may gain the victory before its enemy be sufficiently refreshed to make a vigorous defence.

From experiments made by the Department on the New York canal, it has been ascertained that troops may be removed without fatigue, and with all their supplies, at the rate of fifty or sixty miles in twenty-four hours; now the experience of service proves, that the greatest average march of a column by land, on the best roads, will not exceed twenty miles a day, and if a movement be continued at that rate for four or five days, the troops employed would require a considerable time for repose before they would be fit for efficient operations in the field.

It consequently follows, that canals, as a means of military concentration, are preferable to even the best turnpike roads; for they enable the nation possessing them to concentrate its force with more certainty, rapidity, and with less fatigue, than could be done by any other means whatsoever. If, for instance, this city was menaced with an attack, as during the last war, the Government, unless it should have an army permanently stationed here for defence, would be compelled to rely on the militia within twenty or thirty miles of the city; and even if that force were brought together, it would be almost impossible to supply them with provisions and other necessities by land transportation. But if the proposed canal were completed, the whole force and means of the country, from this city to the Ohio river, would be available and could be brought to the point of action with less fatigue to the troops than would be produced by one day's march, and those assembled, certain of reinforcement and supplies, would feel more confidence in themselves, and consequently be better soldiers. If the canal were continued to Baltimore, Philadelphia, and New York, the whole disposable force and supplies of the immense region depending upon those cities might be used in the defence of any point from Norfolk to New York.

Should this scrawl afford you a single useful hint on the subject so instructing to us all, I shall feel much gratified. Wishing success to your patriotic exertions,

I am, sir, very respectfully,

Your obedient servant,

TH. S. JESUP.

To — SHRIVER, Esq.,

Civil Engineer, of Pennsylvania.

#### LETTERS ADVERTISED.

WASHINGTON, March 15, 1839.

ARMY—Captain R Anderson 2, Lieut E Deas, Lieut M Knowlton, Lieut M S Miller, Lieut J T Meigs, Lt Col R M [B] Mason 3, Lieut J S [K] Reeves, Major Gen W Scott 2, Capt R B Scriven, Captain J M Washington.

NAVY—Mid E C Anderson, Lieut John [L] Ball, Lt G S Blake 3, Capt W C Bolton, Capt L Kearny, John L Ring, Commo J Renshaw, Lieut C K Stribling, Lt O Tod, Francis A Thornton, Dudley Walker, James M Watson.

MARINE CORPS—Lieut F C Hall 2.

PHILADELPHIA, March 15, 1839.

ARMY—Col George Bonford, Dr B F Fellows, Capt J R Irwin, Lieut W Potter.

NAVY—Captain W M Hunter 2 Lt S E Munn 3, Mid E E Rogers, Francis Sager.

UNPAID LETTERS REFUSED—New York, March 9—March 16. Philadelphia, March 16.

## COMMUNICATION.

## A TURKISH FAIR.

The town of Silivria is twelve hours, or *Anglice*, thirty-six miles, from Constantinople, and thirty from San Stefano; situated on the European side of the Sea of Marmora, and annually has the advantage of a Fair on the anniversary of the fete of St. Mary.

Leaving San Stefano at six o'clock in the morning of September 18, the writer, accompanied by a Turkish guard, commenced, on horseback, the journey to Silivria, along the sea-side. Three miles from San Stefano is a lake, called in Turkish *Kutchuk-tchek-megh*, separated from the sea by a low strip of land, and through which runs a stream sufficiently deep for navigation by boats of five to ten tons burthen. From the summit of the hill which extends along the eastern side of the lake, a village is seen at the junction of the stream and lake, where a stone bridge commences, running over the neck of land to the opposite shore and hill. This village offers one of the prettiest views, in the spring, that can be imagined. Its houses are erected among a number of tall plane and sycamore trees, whose lofty tops, reaching over them, are filled with storks' nests, whilst numbers of these affectionate birds are seen floating over them; on the upper part of the village, encircled by evergreen cypresses, a convent of Derwiches, in the rose garden of which the body of their chief reposes under a picturesque mausoleum, its dome with gilded inscriptions from the Koran, and ever lighted lamps over the tomb in its centre, are perfectly oriental; the lake, extending some ten miles on the opposite side of the village; the tower and gateway over which floats the crescent Ottoman flag; and the one well-made arch of the bridge, forms the view. None can pass this bridge without a permit, as it is the limit of the capital. Every morning a list of those who have passed over on the preceding day is sent to the military Governor of the city. After crossing the bridge, and ascending the hill on the western side, the last view of Constantinople is had by the traveller going to Europe, or the Pacha into banishment from his home, and the favor of the Sultan. A new road commences at the walls of the capital, called that of the "Post," to be carried as far as Adrianople, a distance of 135 miles, tho' as yet it reaches but five or six miles farther than the bridge over which we had just passed. It is as wide as those of the United States, paved with gravel or broken stones, and is one of the good deeds of his present Majesty. Every town or village is obliged to support a post establishment, which is, horses to the number of from fifty to one hundred, according to the number of inhabitants; and the traveller obtains a firman from the Government, by which he pays five cents per hour for each horse. These animals are urged to proceed with a celerity perfectly astonishing, and any others would die from the fatigue; day and night they run about six or seven miles an hour, and are exchanged every six or ten hours. Of course many do die, either on the road or in the post houses. When a *Tartar* or traveller is entering a post town, at full speed, the *turriage* or postillion commences a kind of howl, protracted from the height of his voice down to its lowest tones, to give warning for fresh horses, and it is said that these ill-used animals, feeding in the stables, recognize the voice as that of their unfeeling persecutors, stop eating, and groan! From Constantinople to Belgrade, a distance of seven hundred and fifty miles, *Tartars* ride in four days and a half.

The eye wanders over the soil of Turkey without relief. There are no trees, and, in the months of autumn, little or no cultivation, on which they may rest. The hills are naked, uncultivated, and the views painfully extensive. Their sides have here and there a village, which are pretty from a distance,

but found poor and miserable when approached; and instead of advancement, the stranger sees nothing but ruin and retrogradation. The cultivator is oppressed, and therefore raises only sufficient to pay his share of the government impost, and provide his family with bread. There is no spirit of enterprise, no superior minds to take the lead, no knowledge of a better state of things existing in any other country, no means of acquiring information, no personal pride, no ambition, nor any love of country. Dread of corporeal punishment and loss of property and liberty from the Turkish authorities, and excommunication, with consequent misery in a future state of existence, from the priests, depresses the spirit of the peasant and villager, and from father to son, human nature becomes more and more abased. Nature has done much for their country; its soil is uncommonly rich; there is plenty of it, and can be possessed by any one, be his religion whatever it may; but the avidity of man overreaches itself, and deprives him of the enjoyment of the gifts which he might otherwise possess.\*

From the lake over which we passed to another of greater size, and therefore called Lake Superior, is a distance of three hours. This lake is full of excellent fish, numbers of which can be seen in its clear waters. The hill above it is some six hundred feet high, very steep, and difficult of descent. It is covered with extensive vineyards, from the grapes of which a great quantity of common black wine is made. There is also, here, a village and bridge: in the first of which is a large stone *khan*, and over the latter an inscription saying both were built by Suliman the Magnificent. The village suffered very much during the plague a few years ago, and was nearly depopulated; and the entrance to it is through a cemetery in which the bodies of those who died of that disease are buried. As usual, the inscriptions on the tombs are expressive of resignation of the deceased to the will of the Omnipotent; calls upon the passer-by not to be neglectful of his religious duties in this life, but to observe the grave to which the scourge had untimely buried him or her without any warning; and asks a prayer for their souls. In Turkish, the epitaph is but a dying lament of the deceased, a dirge of the departing, and not a gilded paucyric of those they left behind.

Riding along the Sea of Marmora, sometimes over a ridge of bleak hilly land, at others along its sands, we reached *Kum boursax*, ten miles from Silivria, where we took a pipe and cup of coffee, the usual refreshments of a Turkish inn. Here were several carriages and wagons from the capital, taking pilgrims to the shrine of St. Mary of Silivria. Many also, of different beliefs, were proceeding to the same place, some on horseback and others on foot, to witness the pageant. From this place, the numerous company seemed to form a *caravan*; and the monotony of the ride was only broken by their voices, and the noise and bustle of the equipages. The sun glided upon the waters on our left; here and there a vessel, bound to Constantinople, or a number of small craft, returning thence, lay almost motionless on the calm bosom of the sea; the hills of Asia, with Mount Olympus, were distinctly visible in the distance; and the "Prince's Islands," and that of Marmora, gleamed white as the sun-beams fell upon their sides.

\* The Ottoman Government has recently determined to produce a thorough change in its administration. On the 1st of Moharrem (March, 1834) all officers are to be salaried, and the taxes on productions reduced to nine per cent., indiscriminately. Instead of extra imposts, there is to be one of property; and all monopolies abolished. Of course the Armenian bankers are *a l'agavie*; their sun has set forever, and though a few hovering rays may still remain here and there visible, their ruinous principle of banking once eradicated, the remembrance of its past evils will be sufficient to prevent its being ever again accepted.

At length a distant cape was pointed out as that of the town of our visit, and in another hour we were on its hill, which was crowned with vineyards. An immense valley stretched away on either side, to where a hill gradually sloped up to a considerable elevation, and in which two small creeks run sluggishly down into the sea. The town is situated upon a high bluff, on the summit of which are the ruins of an ancient castle and a monastery, built in the reign of Theodora and Michael. There are three mosques in the town, one in ruins, an Armenian church, and that of a Greek Metropolitan See. We rode directly to a *khan*, where we left our horses, and then went in search of the dwelling of a Greek, or rather a Hellenist, who practises medicine, and is the only European Frank resident in the place. The Dr. kindly offered his house for our home. It is situated in the best position of the town, directly upon the rampart of the old castle, looking down upon that part of the town in which the fair is held; houses interspersed with gardens and trees, a large mosque with one minaret, the harbor filled with small craft, some twenty or thirty black tents of Gipseys, their horses tethered around them, with a flock of nude children and great watch-dogs, the great valley and its two creeks, distant villages, stuck, as it were, upon the sides of the hills, a forest, and a clear blue horizon. It was worth the ride, almost, to sit on the low Turkish sofa, and look out of the Doctor's window upon the scene and view below it.

Silivria forms part of the Pachalic of Adrianople, and is governed by an Aga, or sub-governor. All provincial offices in Turkey are bought and sold. The Pacha, or Governor General, buys a province, and sells to the highest bidder the administration of every town in its district besides its capital. He knows the number and value of them before he makes his purchase, and is assisted by one of more Armenian bankers, who advance him the necessary amount, receive his gains as they come in, and extract their per centage as profit. These bankers also advance money to the villagers in the district, contracting to receive a certain quantity of produce at a certain price, for payment; and it generally turns out that the borrower must give *all* he produces, with, perhaps, his property besides, to meet that payment. This town is a sub-district, including seven villages, over all of which the Aga governs. It contains 5,000, and with the villages, 10,000 inhabitants. The Government receives from Mussulmans eleven per cent., and from Christian subjects, fourteen per cent., in kind, of all grains produced; a capitation tax of from one dollar to five on all Christians, according to their wealth; and \$2,000 and twenty tons of wheat for the navy. The district also supports a post of one hundred horses, and each inhabitant pays from four to ten dollars per annum to meet extraordinary calls of the Government on the Governor General. There is no house nor cattle tax. All boats pay anchorage in the port, and a per centage to the Aga on their cargoes, which falls on the cultivator. The town has a *Kady* or Judge, who receives a per centage on all litigations. The mosques are supported by legacies, and the revenues of lands appropriated to them by the Government. Public schools, there are none, unless we call such, those held for an hour or two each day by the *Imaam* and the priests. The churches have their fees for ceremonies, and gratuitous offerings, amounting annually to about \$2,000. The head of the Greeks is a patriarch, resident in the capital, and the charges of the church, like those of the Government, are sold to the highest bidder. The See of Silivria costs \$3,000, though it does not produce more than \$1,000 or \$1,250 per annum. The offices of the Government are sold for one year, whilst those of the church are for several years, or so long as the incumbents can keep them.

After reposing an hour or two we walked out to see the place. The streets were quite full of villa-

gers, and also people from the capital; some following small bands of Greek musicians performing very unharmonious music; others, seated on stools by low round tables, found amusement in eating, drinking, listening to the music, whilst, before them, dancing boys performed their disgusting dance to the sound of castanets which they held in their hands. To the Greeks this is the highest grade of revelry. Guards belonging to the Aga stealthily watched the Christian subjects, whom, upon the slightest pretext, they seized and conveyed to prison, there to be threatened or punished with blows on the feet (*bastinado*) until they produced a present for the Aga and the guards. There were, however, but few instances of arrest during the Fair.

The Greek church is a respectable stone building, near the summit of the bluff, and was now full of visitors from the capital and elsewhere; who either could not find other lodgings, or preferred a short residence in the church from conscientious or religious motives. Their mats and beds were spread upon the floor; some lay upon them asleep, others were engaged in conversation; many had made purchases from the Bazaar, mostly of fowls, and brought them into the church, giving it the appearance of a poultry market.

Close by the church is the residence of the Bishop, or, as he is called in Greek, the "Despote," and the Dr. took me to see him. He is brother of the Prince Logotheti, Dragoman of the Sultan, and agent of the Vayvade of Valachia, about 26 years of age, and wealthy. He received us with a civility and politeness very uncommon in a priest of the Greek church, and invited me to a seat beside him. His cap was of the form of a coronet, around which a painted kerchief was tastefully bound, his long black hair rolled down his back in curls, his beard and mustachios were long and black, his complexion olive, his face thin, and eyes dark and lively. His dress was a flowing robe, reaching to his feet, his pantaloons full (eastern) and of purple color, and around his waist a shawl was gracefully bound. He was attended by several priests and servants, and a light-eyed and haired page, with a middle-sized dog, seemed especial favorites. His house was evidently in confusion, and after a few minutes' conversation he explained that the twelve Primates or Elders of his church had presented a petition to the Sultan against him, which, from being referred to the Patriarch, he had just received an order to go into exile at one of the "Prince's Islands," on the close of St. Mary's fete. He had therefore excommunicated the Primates, and sent his furniture and valuables to the Doctor's house, preparatory to his departure. He added that he had written to the Patriarch and his brother, the Prince, requesting a formal trial, and offering, if found guilty, to submit without a murmur to their punishment; but only received for answer, the order into exile. He invited the twelve Primates to produce a single proof of his culpability, but assured me that they could not; his brother having abandoned him, he had to suffer, without any protection, the taunts of the Aga and his myrmidons. There seemed something mysterious regarding the crime and situation of the gallant young Bishop, whose family influence had raised him to his office before he had attained the proper age. He was so noble in his bearing, so elevated in his language, so much respected by his priests and friends, who never entered his presence without kneeling and kissing his hand; he was with all so mild and impolitic in his demeanor that he excited an uncommon interest in all who knew him. Whether the charge against him was just or not I did not learn; but it would not be matter of astonishment if a Bishop of noble birth, so young, and so handsome, should be in love, and his passion returned.

We were so fortunate as to render him an act of friendship. One of the few friends who yet remained attached to his cause was in prison by order of the

Aga, who hoped to profit by his arrest. The Bishop's influence was nullified, and could not release him. The wife of the man, hearing of our arrival, and relying upon a Turkish custom of hospitality, came, accompanied by all her children, in tears, to beg our interference in favor of the husband, in which she was seconded by the Bishop himself. The request was granted by the Aga on the grounds, that, as a guest of the Government, our repose ought not to be inquieted by the tears of the sufferers. The liberated husband, therefore, soon made his appearance; and the act of intercession made for us friends throughout all the town.

**THE FAIR.**—The Fair was held in the lower part of the town, directly under the Doctor's dwelling, in a few narrow and covered streets. Most of the articles exposed there for sale were common and coarse, evidently intended only for peasantry. Calicoes from the capital, printed and painted kerchiefs, silks from Broosa, carpets from Smyrna, stuffs for females' turbans, shawls from France, boots and shoes of Constantinople, *Fesses*, or Turkish caps, from Barbary, cloths, and hardware and cutlery. Jew quacks sold drugs and medicines, old clothes, and fire arms. As usual on such occasions, the Fair was full of the fair, who seemed less inclined to purchase than be seen, and the streets and cafés were full of smokers.

The Doctor, who was a man of considerable importance in the place, was frequently stopped for consultation by the infirm, whom he dispatched with a quickness very commendable in a physician. I noticed that he directed those, from whose dress he could suppose a superiority of well being over others, to call on him, in another hour, at his dwelling, and where I afterwards detected him making regular bargains and receiving his fees before giving the desired advice. He informed me, in the course of our walk, that he had generally to name a sum as his price for each cure, before undertaking it; this the invalid or his friends beat down, the Doctor insisting on his moderation, and finally closing the bargain by receiving two-thirds, or one-half, of the amount first named. A few years ago, before the medical art had as many respectable professors in Turkey as at present, diplomas were unknown, and itinerant physicians, with drugs and instruments in their pockets, announced their calling by crying out in the streets, "Doctor! good Doctor! who wants a good Doctor?"

In the afternoon we walked out to the extreme point of the bluff, where all the pilgrims to St. Mary's shrine were assembled, seated upon mats, carpets, or the grass. All the fair of the neighboring villages were congregated there in divers costumes; that of Silivria being a turban of embroidered gauze, bound plain around the brow, elevated on the right, with a fancy knot at each ear. On the crown a small cap was worn, in the centre of which a circular piece of gold was fixed, from which a gold tassel dangled. Under the edge of the turban, in front, was a row of common gold coins strung together; and the necklace of the same some four or five deep. The ear-rings were of small pearls, the two being connected together by a gold chain, running through the hair behind. A short jacket, edged with fur, open in front and scarce concealing the bosom; and over a Broosa silk dress, a short gay colored apron was worn. The same scenes were exhibited here as in the streets; the men sat by themselves, eating, drinking, and listening to the shrill sound of Turkish music; whilst the females were *quasi* silent spectators.

**THE PANAEAH.**—A fete like that of Silivria is called by the Greeks, a "*Panaeah*," or all holy, in honor of the Blessed Virgin. Its ceremonies commenced at day-light on the anniversary, and continued until eleven o'clock, A. M. I was late arriving, and the church was not only full of people, but much of the ceremony already over. The young despot, however, had a person at the door to take

me to a seat where I could witness the pageant without being incommoded by the people. It was that of a priest who, on my entrance, was chanting the psalms with a Stentorian voice, but who hastened to vacate it for me. The picture of the Madonna, covered with silver, except the face and hands, was placed in a conspicuous part of the church, near to the sacristy, and all who entered devoutly crossed themselves before it, kissed a hand, and made a deposit of money in a box close by its side. Candles were burning before numerous other pictures of saints, (in the Greek church there are no images,) and offerings were also made to them. The Bishop was in the sacristy, and from time to time appeared at its door, with raised hands prayed for the people, and retired. Now he came forward and read a list of names of females and children for whom his intercession with the Madonna was requested, either to obtain a cure from illness or for forgiveness of sins. At its close it appeared that some names had been omitted, against which the applicants loudly complained, but requesting to be informed of them, he continued the chant, now and then stopping abruptly to catch them as they were called out. Now he headed a procession of priests bearing the picture of the Madonna round the church, with an air of indifference through which one might readily perceive that his office was a profession, and its ceremonies irksome duties. Now the bread and wine was brought him for consecration, when all the people bowed and crossed themselves, crying "Kyrie eleison," and "amen." After much ceremony, through which he hurried with the air of one anxious to terminate a troublesome business, he drank the wine, and came from the door of the sacristy to a low pulpit near where I sat, followed by the fair haired page, bearing a basket of consecrated bread cut into small square slices, and a priest with another basket to receive the offerings of the hundreds who hurried forward to drop them in, and obtain the sacrament and kiss the hand of the Bishop. The warmth was almost suffocating, and the anxiety of the people to reach him first annoyed him much, so that he threatened some, pushed back others, and even struck several of the more clamorous and noisy. This anniversary is a rich harvest for the Bishop, and perhaps his early departure for "Prince's Islands" rendered him more desirous that the pilgrims should evince their affection for the church by the bestowal of as much money as convenient, for occasionally he would cry out to them as follows:

"Put in your money first, and then receive absolution. Let me see the amount first. Have you come this distance with no more for me than two paras (24cts)? Here, take back your two paras, for I will give no sacrament for two paras to-day."

More than once he returned the sum, which was sure to come back with an addition. At about ten o'clock his strength was nearly exhausted, for since his troubles he had followed the oriental form of showing grief, by refusing food, and now had to recline in his seat, whilst an old woman, who formed part of his household, fanned him, and another served him with a cup of coffee. Now the people helped themselves to the consecrated bread, and the page embraced the opportunity to deal it out to them as hastily as possible, they still eagerly seizing and kissing the Bishop's hand, which hung over the side of his seat for that purpose.

Soon after my exit from the church, and entrance into his dwelling, the young Bishop followed, much exhausted by the morning's exercises. The more respectable part of the population awaited him at his gateway, and kissed his hand. None of the primates whom he had excommunicated ventured to appear, either in the church or at his house, although they had openly boasted of their determination to kiss his hand, even if by force.

He had half resolved to abandon the church in disgust, and, flying to Greece, disconnect himself for-

ever from his princely brother. After reposing from his fatigue, he took me into a private apartment where none followed but the dog, and informed me he had reflected on my advice and determined to submit to the punishment of the church, by going into exile until its wrath could be appeased, and another office, worthy his purchase, offer for sale. After this, we returned to the great hall of his dwelling, where many members of his church awaited to salute him. There the page served us with coffee; and after many mutual protestations of friendship, I took leave of the gallant young Bishop, his page, and his dog.

### DOMESTIC INTELLIGENCE.

TALLAHASSEE, March 9.—Colonel Davenport has arrived at St. Marks from Tampa Bay, with about 300 regulars; four companies of the 7th\* infantry and one of dragoons. But two companies were left at Tampa. No signs of Indians had been discovered in that vicinity. The troops abovementioned have been actively employed in the woods nearly all winter, and had just returned from a severe scout down to the Coosahatchee, when ordered to St. Marks. The Indians are supposed to be scattered in small parties over the Peninsula, in the vicinity of the large swamps. Runners sent out report that they will not make any treaty, or receive any messages from the whites, and will kill any runners hereafter sent among them. Gen. Taylor sent to Arkansas recently the balance of the Indians and Indian negroes that came in some time since. The number of warriors out we have heard estimated at between four and six hundred, and there is no prospect of the contest being closed this winter, or for years; it is likely to last as long as the Maroon war in Jamaica.

Gen. Taylor has, for the present, established his headquarters at Fort King, and is engaged in laying out his military districts with a view of carrying into immediate operation the plan of Mr. Benton's law. These districts, we learn, are to be 20 miles square, in each of which a certain number of settlers and U. S. troops are to be stationed, and to extend across the Peninsula, located so as to form a perfect cordon of posts beyond which the Indians cannot pass. We hope this plan may succeed.

Within twelve miles of our capitol, during the last month, the war-whoop of the savage has awakened the peaceful citizen to witness the murder of his family by the rifle and scalping knife, and the desolation of his home. The ashes of the desolated houses of our people are yet smoking within the line of posts established by the regulars. Disposed as their praiseworthy commander, Col. Green, and the officers generally, we know, are to afford protection, it is impossible for them to do so with the present command. A larger and different force is necessary.—*Floridian*.

\*This must be an error. The 7th had not then reached Florida; it must have been the 1st or 4th infantry.—*Ed. A. & N. C.*

ST. AUGUSTINE, March 7.—The company of U. S. artillery, which has been stationed at this post for some time past, has been withdrawn. It left about 3 P. M. for Picolata, under the command of Lieut. O'Brien. An express arrived at 2 o'clock, and it is supposed brought orders for its immediate departure. The cause of its sudden movement we have not learned.—*Herald*.

The New Orleans Bee states the following gentlemen, officers of the U. S. army, reached that city on the 3th instant, from the station at Little Rock: Col. Whistler and family; Major McIntosh; Capt. E. S. Hawkins, Seawell, Moore, Raines, Holmes, Food,\* J. McKean,\* and J. Arbuckle;\* Lieutenants

Gatlin, Whiting, Paul, W. K. Hanson, Baker, Sanderson, and Sheppard; M. J. Dillard;\* Assistant Surgeons Mills, Chaplain,\* Moore, and Suter.

\*No officers of these names in the army.—*Ed. A. & N. C.*

NAVAL.—The U. S. ship Constitution, Commodore Claxton, fitting out at the Navy Yard, destined for the Pacific, is, we learn, in such a state of forwardness, that she will drop down to the Naval anchorage in a few days to await the arrival of her crew. A guard of marines for that ship under command of Captain Brevort, came down in the Columbia on Tuesday last.

We also learn that the frigate Brandywine is ordered to be fitted out with despatch.—*Norfolk Beacon*.

We understand that a letter was received by the steamboat mail yesterday, which states that it was confidently rumored that the U. S. frigate Constitution, Commo. Claxton, at present at the navy yard, Gosport, would proceed to New York, and sail thence with a Special Minister to Great Britain.—*Norfolk Beacon*.

ORDNANCE FOR THE FRONTIER.—We understand that a train of wagons, carrying twenty-four field-pieces, left the Watervliet Arsenal, this morning, for Maine, under the charge of Lt. G. H. Talcott, in pursuance of orders from Washington.—*Albany Daily Advertiser*.

Correspondence of the Hartford Daily Courant.

SPRINGFIELD, March 9, 1839.

SYMPTOMS OF WAR.—Twenty-four brass field pieces are leaving here to-day, for Maine. Twelve of the number arrived yesterday from the arsenal at Watervliet N. Y. and the remainder are from the factory of N. P. Ames & Co., all bright and nice. They are well mounted on carriages, and in charge of Lieut. Talcott, of the Ordnance department.

ORDNANCE FOR THE FRONTIER.—Twenty-four pieces of cannon, with their carriages, from Albany, destined for the eastward, were brought down on the Worcester Rail Road on Monday.—*Boston Daily Advertiser*.

The New York Commercial Advertiser corrects the general impression, (founded on the repeated demands of Governor Fairfield for the withdrawal of the British troops from the disputed territory,) that Sir John Harvey has forces stationed there. The truth is, that he has none to withdraw. Not one of his "myrmidons" has set foot on the disputed ground, as is now declared in the following extract from a letter, dated

"St. John, N. B., 8th inst.—We do not believe that the State of Maine can act so madly as to drive our countries into a ruinous war. There is not, nor has there been, as yet, one armed man from our side sent within the disputed territory; nor will there be, if the State of Maine recall her armed force. We trust altogether to the firmness of your General Government, in restraining Maine from any acts that would tend to bring the two countries in collision."

FORT BLUNDER IN POSSESSION OF THE BRITISH.—There was a report yesterday that Plattsburgh had been captured by a body of British Indians.—No one believed it for a moment, yet there was some foundation for such a report, as will be seen by the following paragraph, which we find in the Albany Advertiser of yesterday.

From the Plattsburgh Whig, Extra.

PLATTSBURGH, N. Y. March 5th, 1839.

By a letter received in town last evening, and also by a citizen direct from the east side of the lake, we

learn that the British authorities in Canada have taken formal possession of the strip of land in dispute on this frontier, including the site of the old fort at Rouse's Point, by erecting a flag and stationing armed patrols within the jurisdiction of this State, as heretofore acknowledged; and what is worse, have embodied 400 Indians on this line.

The old fort alluded to was built by the United States during the last war, at a great expense. It was never of any use, however, to this country, as it was soon after discovered that the engineer had placed the fort some half a mile within the territory of Great Britain. It was immediately abandoned, and from that time has been known as "Fort Blunder." We passed it a few months ago, and observed that the walls were nearly in ruins.—*N. Y. Com. Advertiser*.

**ROUSE'S POINT.**—The report published in the *Plattsburgh Whig*, extra, on Monday last, that "the British authorities in Canada have taken formal possession of the strip of land in dispute on this frontier, including the site of the old Fort at Rouse's Point, by erecting a flag and stationing patrols within the jurisdiction of this State," &c., is incorrect, and without the slightest foundation in fact. We have it from persons who were there yesterday, that there are no troops at the fort, or on the strip of land in dispute. All was quiet at our last advices.—*Plattsburgh Republican*.

**LOWER CANADA.**—Yesterday, about noon, two companies of the 11th regiment, under Colonel Colde, arrived in this garrison from Sorel, and in the afternoon one company, under Brevet Major Chambré, crossed to Point Levy, on their route to New Brunswick. They will be followed by another company, and a detachment of royal artillery, under Lieutenant Hotham, with a field piece, on Thursday. The whole proceed by marches of about eighteen leagues a day. The remaining companies of the regiment, under Major Bloomfield, were at Chambly, and will follow in quick succession.—*Quebec Mercury of Tuesday, March 12*.

\***QUERNY.**—Miles are probably meant, unless the troops are transported by means of steamer. No troops ever marched at the rate of 18 leagues a day.—*Ed. A. & N. C.*

#### TEXAS.

*From the N. O. Commercial Bulletin, Feb. 28.*

**FROM MATAMORAS.**—The U. S. sloop of war *Vandalia*, Uriah P. Levy, commander, arrived at the South-West Pass on the morning of the 26th instant from Matamoras. She brings \$120,000, in specie, consigned to Schmidt & Werner; J. W. Zacharie & Co; R. D. Blossman & Co; and passengers on board.

Several of the officers of the *Vandalia*, with the money and twelve Mexican passengers, have come to town in the towboat *Tiger*.

The *Vandalia* sailed from Matamoras on the 21st instant. The city was garrisoned by the Government troops under Gen. Cavalizo, and was strongly fortified. An army of 700 Federalists were encamped near, awaiting the arrival of Gen. Urrea with a large re-inforcement of Federal troops. His arrival would be the signal of hostilities. Regular siege would then be laid to Matamoras, and vigorously prosecuted till the garrison surrendered or the assaults were repulsed. From the interior, no news had been received, communication having been interrupted by the turbulent state of the country.

We are under obligations to the politeness of Captain Nicholas, of the U. S. Government Packet *Woodbury*, (arrived late last evening at the S. W. Pass, seven days from Matamoras) for files of the

*Diario Del Gobierno Mexico* and *El Telegrafo*, Tampico. Their contents are of varied interest, but not particularly important, the same dates having been previously received. In the *Diario* it is gravely affirmed that the lifting of the blockade from the port of Tampico is the result of the conduct of Gen. Urrea in favor of the French. Serious apprehensions, it appears, were entertained by some that the holders of Mexican bonds in London had some idea of taking possession of the public domain. To this, however, there are undoubted objections.

A commercial house in this city had the kindness to favour us with the perusal of several very interesting letters from Mexico. We give the following extract:

"VERA CRUZ, February 7.

"The same state of affairs continues; nothing is known positively, but for the last four days an opinion is gaining ground, that matters will soon be arranged, at least so as to allow the discharge of the cargoes now in port. Santa Ana, by a process, it is said, not unprecedented in his political career, has suddenly declared for peace, and says, the government can accept the plan proposed by Mr. Pakenham. They await his approval. He has started for Mexico, and says within three days after his arrival there, a decision will be come to. About thirty merchant vessels are lying in the harbour and at Sacrificios. Vera Cruz is still deserted, although a number of foreigners have returned—I do not suppose there are 500 souls inside the walls."

**TEXAS AND MEXICO.**—A rumor has reached our city of the import, that a negotiation is going on between the President of Texas and Gen. Urrea, on a view of forming a coalition between the Mexican Federalists and the Texans. The plan is, they say, to march 2,000 Texans into Mexico, who will join Urrea's army, and by their united strength proceed to overturn the present administration, and upon its ruins establish a government and institutions of a liberal republican character.—*N. O. Com. Bulletin*.

**NEW ORLEANS, March 8.**—We have Galveston papers to the 1st March, inclusive. The *Civilian* speaks warmly of the improving condition of the town of Galveston. We learn that Gen. M. Hunt, Secretary of the Navy, is busily engaged in organizing the navy department for active and efficient service. A number of fine vessels are now building under superintendence of H. H. Williams, who has been appointed navy agent. The "*Gazette*" counsels some forty or fifty of our passed midshipmen and lieutenants to take service in the Texian navy, and assures them that the chances of promotion are superior to those offered by any other nation.

The commerce of Galveston is on the increase. The British barque *Ambassador* arrived in that port a few days ago, direct from Liverpool, bringing an assorted cargo, consigned to Messrs. McKinney & Williams, of that city. She is to take out a cargo of cotton on her return.

The papers say nothing of the Indians; we therefore conclude that the country is free from present disturbances from this source.

**FROM HAVANA.**—On the 10th ult. the purser of the U. S. ship *Boston* was run through the collar of his coat and one inch into his neck, while going to the Theatre Tacon, at Havana, by one of the guard. On arriving at the theatre, he was spoken to by the first lieutenant of his ship, and asked if he was injured, upon which the officer of the guard made a pass at him with his sword, and cut his hand slightly. The officer was ultimately arrested, and reduced to the ranks for 10 years; and the soldier who committed the outrage sentenced to 15 years solitary confinement. The *Boston* was detained three days by the affair.—*N. Y. Courier*.

The brig Gen. Glover, Captain Green, at Philadelphia, from Ponce, Porto Rico, reports that the U. S. ship Natchez, Commander PAGE, bound to St Domingo, sailed in company, officers and crew all well. Capt. G. states the departure of the Natchez from Ponce, was a subject of general regret among shipmasters, merchants, and others, who have been benefitted by her presence; and the gentlemanly conduct of Commander PAGE and his officers left a favorable impression upon the minds of all. There had been no U. S. vessel at that port for two years previous to the arrival of the Natchez. The more frequent appearance of our vessels of war in that quarter, would be hailed with delight, especially by American shipmasters.

**NEW YORK STATE MILITIA.**—We learn from the annual report of the adjutant general, that the whole number of the Militia of the State, as returned to his office, is 182,431, being 2,461 less than the number reported last year. Of these 1,452 are horse-artillery, 6,290 cavalry, 12,232 artillery, and 162,457 infantry, light infantry, and riflemen.—*New York Commercial Advertiser.*

#### COMMODORES PORTER AND ELLIOTT.

The following communication explanatory of the part taken by the signers, in the dispute between Commodore Porter and Commodore Elliott, has been handed to us for publication.—*Phila. Nat. Gaz.*

*To the editor of the National Gazette.*

We observe that the nota bene to the publication at Baltimore on the dispute between Commodore Elliott and the late Commodore Porter, does not contain any facts in relation to the part taken in the affair by us, as the advisers of Commodore Elliott. The notice of *Justitia* assigns all the prominent motives we gave for our advice. It may have been observed in the course of the discussion by some one of us, as a reason for the moderation which ought to control Commodore Elliott on the occasion, that it was possible that the infirmities and bad health of Commodore Porter may have had a deleterious influence on his mind, so far as to induce his course towards Commodore Elliott; as they were sure, from their former knowledge of Commodore Porter, that he would be among the last to deport himself unjustly or give credence to reports which might prove groundless.

So far from any one of us having asserted that Commodore Porter was not in his proper mind, even were it the case, it could not have been known to us; one of us never having seen Commodore Porter, and another not within the last nine years. Consequently we could not give a certificate, or assert a fact, unknown to any one of us. We give below a correct copy of our letter to Commodore Elliott, which comprises in it all the occasion required, as had been promised him.

CHS. STEWART.  
W. C. BOLTON.  
J. B. QUINBY.

Philadelphia 18th Feb. 1839.

SIR.—In reply to your note of the 15th inst. I state that under date of the 27th December, Commodore Porter, THEN at Chester, addressed a letter to you, THEN at Washington, asking a favor to be regarded "as a stranger," &c. &c.

Under date of 29th December, a copy of said letter was sent by you to me, *here*, together with a challenge to the field, to be handed by me to Commodore Porter; and an injunction accompanied it, that I was to accept promptly ANY terms of combat, place and time, that Commodore Porter might indicate. Your letter to me, and a copy of the challenge, are in my possession.

I thought that the affair was one of great responsibility, and that it admitted of delay; and that should the challenge be persisted in, after my seeing you, such

delay would not change your attitude; consequently I deferred taking any decisive step until I could have a conference with you; for which purpose I wrote to you to come to Philadelphia, and you did so immediately.

I felt myself to be the personal friend, both of Commodore Porter and yourself, and did not deem a resort to the "ultima ratio," as applicable to the conceived affront or offence. This conclusion was approved of by the opinion of Commodore Stewart and J. B. Quinby, Esq. They and myself, upon full consideration of the whole subject, on which we bestowed the deepest attention, advised that your letter of the 3d January, should be substituted for the challenge.

I am, sir, very respectfully,

W. C. BOLTON.

Commodore ELLIOTT.

We corroborate the foregoing statement.

CHS. STEWART.  
J. B. QUINBY.

#### MILITARY INTELLIGENCE.

**2d Artillery.**—Sick leave for three months to Lt. Conkling. Leave for four months to Capt. J. Green. Lt. Duncan relieved from recruiting service at Cleveland, Ohio, by Lt. Shackelford—the former to join his company. Capt. McKenzie to close his rendezvous in North Carolina, and relieve Capt. Bonnell, 8th infantry, at Newark, N. J.

**3d Artillery.**—One additional month's leave of absence granted to Lieut. Col. Gates.

**7th Infantry.**—Lieuts. Montgomery and Potter ordered to join their companies in Florida.

**5th Infantry.**—Capt. Bonnell to conduct recruits to the southwestern frontier.

**Ordnance Department.**—Leave of absence for two months to Lieut. Temple.

**Medical Department.**—Asst Surg. Leonard to proceed forthwith to Fort Gibson, for duty there. Surgeons Mower, Finlay, and Tripler to constitute a Medical Board of Examiners. Surgeon Wheaton, and Assistant Surgeons Day and Forry, to constitute a Board for the examination of sites for marine hospitals.

#### RESIGNATIONS, DEATHS, AND OTHER CASUALTIES, DURING THE YEAR 1838.

RESIGNATIONS, (30.)

<i>Major.</i>		
Nathaniel Young,	3d inf	31 Oct.
<i>Captains.</i>		
Bvt. E. D. Keyes, A. A. G.		16 Nov.
Wm. W. Tompkins,	2d drag	31 Dec.
John Graham,	2d drag	25 Jan.
Bvt. Maj. J. Mountfort,	2d art	2 April
J. L'Engle,	3d art	30 Nov.
Levi M. Nute,	6th inf	21 Jan.
<i>First Lieutenants.</i>		
W. Gilpin,	2d drag	30 April
J. H. P. O'Neal,	2d drag	30 Nov.
Z. M. P. Maury,	2d drag	25 Feb.
J. W. Bailey,	1st art	8 July
George Watson,	1st art	31 Oct.
A. E. Church,	3d art	13 Mar.
R. T. Jones,	2d art	31 July
J. A. Early,	3d art	31 July
J. Pickell,	4th art	5 Aug.
J. Beach,	1st inf	30 June
C. S. Howe,	4th inf	24 Feb.
C. C. Daveiss,	5th inf	30 Sep.
W. H. T. Walker,	6th inf	31 Oct.

<i>Second Lieutenants.</i>		
R. G. Stockton,	1st drag	30 April
F. Saunders,	2d drag	30 June
J. R. Parker,	2d drag	31 Mar.
F. A. Lewis,	1st art	15 Feb.
A. M. Rutledge,	1st art	21 Aug.
A. P. Gregory,	4th art	31 Dec.
W. T. Martin,	4th art	15 June
P. C. Gaillard,	1st inf	31 April
A. H. Tappen,	5th inf	31 July

*Assistant Surgeon.*  
John C. Reynolds, medical staff, 25 July.



## DEATHS. (18.)

Col. Wm. Lindsay, 2d art, Huntsville, Ala., 15 Sept.  
Lt. Col. J. Fowle, 6th inf, near Cincinnati, O., 25 April.  
Major J. M. Glassell, 6th inf, at sea, 3 Nov.  
Capt. J. Stuart, 7th inf, at Camp Illinois, Ark., 8 Dec.  
Capt. Wm. Alexander, 5th inf, at St. Louis, Mo., 31 Oct.  
Capt. J. A. Chambers, A. Q. M., Baltimore, Md., 10 Dec.  
1st Lt. Thomas Cutts, 3d inf, Fort Jessup, La., 2 Sept.  
1st Lt. S. T. Tibbatts, 4th inf, Louisville, Ky., 29 Dec.  
1st Lt. A. Cry, 1st drag, at Matanzas, 13 April.  
1st Lt. J. Conrad, 6th inf, on James Island, Fla., 10 Aug.  
1st Lt. T. M. Hill, 1st inf, at Bath, Maine, 10 July.  
2d Lt. J. McClure, 1st inf, Fort Brooke, Fla., 15 April.  
2d Lt. J. H. Mathews, 1st inf, at Camp Worth, Tenn., 15 Aug.  
2d Lt. C. H. E. Spoor, 4th inf, at Lockport, N. Y., 26 Jan.  
2d Lt. J. Connor, 5th inf, at New Orleans, La., 24 Feb.  
W. Hughey, Asst Sur, near Cincinnati, O., 25 April.  
Asst Sur, T. Lee, Port Elizabeth, N. J., 6 Sept.  
Asst Sur, W. Sullivan, at Camp Walker, Fla., 15 May.

## TRANSFERS.

2d Lt. A. S. Taylor, 5th inf, transferred to the Marines.  
2d Lt. A. W. Allen, of the Marines, transferred to the 5th inf.

## DROPPED.

1st Lt. Charles B. Chalmers, 1st art, 14 Feb.

## CASHIERED.

1st Lt. Roswell W. Lee, 3d art, 16 July.

## NAVAL INTELLIGENCE.

The broad pendant of Commodore ALEXANDER CLAXTON was hoisted on board the U. S. frigate Constitution, at Norfolk, on Tuesday, March 12.

A detachment of 60 U. S. seamen, under command of Lt. W. G. Woolsey, arrived at Norfolk, on Monday 11th inst., in the schr. Empire, Capt. McMath, from New York; and another detachment, under command of Lt. A. J. Dallas, on the 15th; the brig May from Boston.

## U. S. VESSELS OF WAR REPORTED.

WEAR INDIA SQUADRON.—Frigate Macedonian, bearing the broad pendant of Commodore Shubrick, passed through Turk's island roads, on the morning of the 22d Feb.—was spoken about the 29th Feb., off Cape San Antonio, all well; and arrived at Pensacola on the 8th March.

The ships Erie, Boston, and Levant, were at Pensacola, March 2.

Ship Ontario, Comm'r McKenney, sailed from Pensacola, March 5, for Tampico.

List of officers attached to the U. S. sloop of war Warren, bound for the West Indies. The Warren is in Hampton Roads and will sail the moment the wind favors. [The W. sailed on Sunday.]

Commander, Wm. A. SPENCER; Lieutenants, J. T. Gerry, J. H. Little, (two vacancies); Surgeon, D. Egbert; Purser, T. M. Taylor, Master, D. B. Ridgely; Asst Surgeon, A. F. Lawyer; P. Midshipmen, J. W. Cooke, D. F. Dulaney, J. L. Forbes; Midshipmen, C. E. Flemming, E. C. Anderson, J. D. Todd, S. D. Vallette, G. H. Preble, Wm. E. Boudinot; Capt's Clerk, Joseph Gideon; Boatswain, R. Whittaker; Gunner, Jas. W. Pennington; Sailmaker, M. Wheedon; Purser's Clerk, Donald Davidson.

To join the squadron, Asst Surgeon R. B. Baister. MEDITERRANEAN SQUADRON.—Ship of the line Ohio at Mahon, about the middle of January.

## REVENUE CUTTER SERVICE.

U. S. revenue cutter Jackson arrived at Charleston, S. C., on the 11th inst., from Savannah and a cruise. Officers: Thomas C. Radolph, Esq., Commanding; Thomas Sands, 1st Lieut.; Wm. H. Joyner, 2d Lieut.; James Sands, acting 3d Lieut.; Abram Garber, acting Surgeon; James Bacon, Clerk; Wm. Collins, Boatswain; David Ross, Gunner; Henry McDonald, Carpenter.

FOR RENT.—The office at present occupied by the subscriber, on 17th street, adjoining the Pension office. Possession given immediately.

Feb. 7—11

B. HOMANS.

## ARMY.

## OFFICIAL.

GEN. ORDERS, } ADJUTANT GENERAL'S OFFICE,  
No. 21. } Washington, March 16, 1839.

I. By direction of the Secretary of War, a Medical Board, to consist of

Surgeon T. G. Mower,  
Surgeon C. A. Finlay,  
Surgeon C. S. Tripler,

will convene in the city of New York on the 15th of May, 1839, for the purpose of examining the applicants for appointments in the Medical Staff of the army.

II. A Board of Medical Officers, to consist of

Surgeon W. V. Wheaton,  
Asst. Surgeon S. Day,  
Asst. Surgeon S. Forry,

will assemble at Pittsburgh, Pa., on the 1st of May, 1839, or as soon thereafter as practicable, where and when they will receive the instructions of the Secretary of War, to be communicated by the Surgeon General, relative to the selection of sites for certain Marine Hospitals to be erected on the Ohio river and Lake Erie, being a continuation of the duty required to be performed pursuant to General Orders, No. 25, of 1837, and in conformity to an act of Congress, approved 3d March, 1837.

BY ORDER OF MAJOR GEN. MACOMB:

R. JONES, Adj't Gen.

GEN. ORDERS, } ADJUTANT GENERAL'S OFFICE,  
No. 22. } Washington, March 18, 1839.

Fort Moultrie, in Charleston harbor, will be turned over to the Engineer Department until further orders, for the purpose of undergoing repairs.

BY ORDER OF MAJOR GEN. MACOMB:

R. JONES, Adj't Gen.

## NAVY.

## ORDERS.

March 13—Commander Hugh N. Page, Navy Yard, Norfolk; vice Zantzig, promoted.

Lieut. John R. Tucker, ship Warren.

P. Mid. F. B. Renshaw, det'd fm W. I. squad.

14—P. Mid. J. K. Bowle, do

Sailmaker John Burdine, N. Yard, Portsmouth.

P. Mid. W. S. Swann, act'g master ship Fulton.

15—Comm'r W. Luman, Rendezvous, N. York.

16—P. Mid. D. McDougall, rec'g ship N. York.

Lieut. H. Moor, Ordinary, Portsmouth.

18—Boatswain R. H. O'Neal, frigate Constitution, vice N. Steinbock, detached.

19—Lieut. W. S. Young, and P. Mid. F. Lowry, coast survey, under command of Lieut. G. S. Blake.

## APPOINTMENT.

March 14—Rodman Lewis, of Indiana, Chaplain.

## APPOINTMENT REVOKED.

March 14—J. N. Barnes, acting Carpenter.

## NOTICE.

PROPOSALS will be received at the office of the Commissary General of Purchases in Philadelphia, for supplying the following articles of DRAGON EQUIPMENTS, viz:

400 Saddles, complete.  
200 Bridles, with Martingales.  
200 Saddle Bags.  
200 pairs Spurs.  
200 Halters, Head Stalls and Straps.

On the patterns exhibited at this office, the contracts will be founded and inspections made, and no article will be received that is inferior in material or workmanship, or that does not correspond in every respect with the pattern on which the contract is founded. The articles are to be delivered at the United States Arsenal, near Philadelphia, for inspection, in equal monthly proportions, and the contracts to be fulfilled on or before the first day of August, 1839, or earlier, if required for the service.

The proposals must be in writing, sealed and endorsed "Proposals" and must reach the office of the Commissary General of Purchases, on or before the 22d March, 1839. Security will be required for the fulfilment of contracts.

C. IRVINE,  
Commissary General of Purchases.

COMMISSARY GENERAL'S OFFICE,  
Philadelphia, Feb. 23d, 1839.

# ARMY AND NAVY CHRONICLE.

Published by A. B. Claxton & Co., at \$5 a year, payable in advance.

VOL. VIII.—No. 13.] WASHINGTON, THURSDAY, MARCH 28, 1859. [WHOLE No. 221.

## MISCELLANY.

### EXPLORING EXPEDITION.

*Extract from a letter to the Secretary of the Navy, from Lieutenant Charles Wilkes, commanding the United States South Sea Surveying and Exploring Expedition, dated on board the United States Steam Vinceross, harbor of Rio Janeiro, November 27, 1858.*

I proceeded with the squadron for Madeira. We continued our cruise with light, favorable winds, without any occurrence of importance until the 6th of September; when, being near a shoal, laid down on the chart as St. Anne's shoal, I deemed it fulfilling instructions to delay sufficiently for the purpose of examining the same; and having fully explored the locality in and near its supposed neighborhood, by spreading the vessels of the squadron to embrace a large circumference of the ocean, nothing of it was discovered. A few hours, however, after leaving this vicinity, we fell in with a large cotton wood tree, 120 feet in length and 15 feet in circumference, which was at first reported as a shoal, and if the sea had been at all rough, it might, in passing, have been mistaken for one.

I have little doubt but similar trees have occasioned the frequent reports of vigias or shoals being in existence hereabouts. Our position at this time, was in latitude  $37^{\circ} 0'$   $37'$  North, and longitude  $40^{\circ} 41'$   $54'$  West, and where any floating bodies drifted by the Gulf Stream would probably have been deposited, as there is little or no current, and that variable.

We arrived at Funchal, in the island of Madeira, on the 16th of September, after a pleasant passage of twenty-nine days.

I directed a party of officers to make an excursion to Pico Ricivo, the highest point in Madeira, for the purpose of ascertaining its barometrical measurement, in regard to which doubts have existed, owing to a disagreement of those who have preceded us.

Our observations were conducted with great care, and the barometers used were of the best manufacture of Troughton and Simms. Simultaneous observations were made at the residence of the American Consul at Funchal, who was kind enough to afford us every means within his reach to facilitate our various duties.

The party remained on the summit of the mountain over four hours, which afforded us an opportunity of making a number of simultaneous observations, the result of which, in giving the height of Pico Ricivo, was as follows:

The highest point of the peak above the Consul's garden, was 6,181 feet.

The cistern of the barometer at the garden above half tide carefully levelled, was 66-6237 feet.

I feel much confidence in our result, although, from the high standing of Captain Sabine, R. A., I feel some hesitation in putting it forth; but the fact of my being supported by such high authority as Dr. Bowditch and Dr. Heineker, with whom we have differed only seventy-three feet, and one hundred and sixty-three feet, induced me to believe that some accidental error must have occurred in Captain Sabine's observations, or that he was misled by his guides, and stopped short at the summit of the mountain as they attempted with our party.

It appears, also, that the different results made at three separate periods, and by different persons, approaching so near each other, would be more correct than that of Captain Sabine, who makes a difference of nearly seven hundred feet.

We made, also, a series of magnetical observations on shore for dips and intensity, and established the rates of our chronometers by a portable transit. We made by them the longitude of the consulate at Funchal, in  $16^{\circ} 54'$   $11''$  West, and found the latitude by observation to be  $32^{\circ} 38'$   $11''$  North, all which assured me that our chronometers had been performing well since our departure from the United States.

On the 25th of September, having completed all that was deemed necessary, we sailed from Madeira, and stood on the southward, intending to pass over and search for the different shoals and vigias laid down on our track. After passing the latitude of the Canary islands, we experienced a northeasterly current of about a half a mile an hour, until we reached the latitude of Bonavista, one of the Cape de Verde, which sets in opposite direction to the current said to prevail between these islands, in the longitude from  $19^{\circ}$  to  $21^{\circ}$  West. We hoisted, and tried the current morning and evening, and always found the same result. The current log used was two kegs, with a distance line of five fathoms between them, the lower one being just loaded sufficiently to sink the all light one under the surface of the water, with the usual log line attached to the centre of the distance line, precluding the possibility of its being a surface current; besides which, the dead reckoning of the ship, and our observations gave the same result.

On the 29th of September, we passed into colored water, quite as green in appearance as that of fifty fathoms, in depth, on soundings. On entering it, the temperature decreased one and a half degrees and rose two degrees on leaving it.

We continued in it until the 2d of October, having run a distance of four hundred and fifty miles. The vessels of the squadron repeatedly sounded with from one to three hundred fathoms of line but no bottom was found.

The first reported shoal laid down on our route upon the charts was the Maria rock, in latitude  $19^{\circ} 43'$  North, and longitude  $20^{\circ} 50'$  West, which we stood for, and hove to near the position, until we had ascertained our situation correctly, by careful observations. The vessels were then spread, and the course marked to run directly over the spot; the surface of the ocean visible at the time from the squadron, was not less than sixty miles in circumference, with every opportunity which the clear weather could afford, and sufficient swell of the sea on, to have caused breakers on any shoal within fifteen feet of the surface. Nothing, however, was discovered, and no bottom could be found with three hundred fathoms of line.

The next position examined was Bona Felix shoal, said to be within thirty miles of Maria rock; this we searched for in the same manner, but were equally unsuccessful.

We then stood for the place assigned the Bonetta shoal, to the eastward of Bonavista, said to be in latitude  $16^{\circ} 32'$  North, and in longitude  $20^{\circ} 37'$  West. We, in like manner, hunted for this, and, after exploring the locality of its position on the chart, I steered on the course of its reported bearing east by north from Bonavista until nearly up with the Hartwell reef, lying in sight of Bonavista, which, has without doubt, been taken for and reported as the shoal called Bonetta.

Our inquiries at St. Jago assured me that the Madeline (the vessel last wrecked) was cast away on the Hartwell reef, which they have reported as the Bonetta shoal.

I am well satisfied that the positions assigned the

above three shoals on the chart, and their vicinity, are free from all dangers.

I am of opinion, also, that the particular and indefatigable search made by Capt. Bartholomew, of her Majesty's ship *Leven*, and the opportunities afforded me of covering, with the squadron of five vessels, so large a space at the same time, ought to be sufficient evidence that no such dangers exist as are laid down in those positions, and should cause them to be obliterated from the charts.

From Port Praya, we steered for Patty's overfalls, as laid down in the chart, in latitude  $11^{\circ}$  north, and longitude  $24^{\circ} 30'$  west, and had a good opportunity of examining their locality. A few rips were observed within a degree of the situation assigned them, but little or no current was found; and I feel confident in asserting that no danger exists in this vicinity, as we were becalmed in the position, and in close proximity to it for forty-eight hours, the squadron, as usual, being spread apart, and having a broad expanse of ocean under view.

Owing to light contrary winds, it was some days before we reached Warley's shoal, said to be in latitude  $6^{\circ} 4'$  north, and longitude  $21^{\circ} 25'$  west. This point was also carefully examined, but no shoal or appearance of shoal water, or any danger discovered.

Our next examination was of French shoal, said to be (as laid down) in latitude  $4^{\circ} 5'$  North, and longitude  $20^{\circ} 35'$  West. This was also examined, and no danger or appearance of shoal discovered.

From this point, I took advantage of the southerly wind, and proceeded east; which carried me as far as thirteen degrees of west longitude, and over the position assigned the shoal by the French hydrographers, to enable me to cross the equator eastward of the 17th degree of west longitude.

We succeeded in crossing the equator in that longitude on the 5th of November, and then stood for Triton's bank, said to be in latitude  $00^{\circ} 32'$  south, and longitude  $17^{\circ} 46'$  West. When within short distance of its position, the squadron hove to for the purpose of ascertaining our position accurately; after which a course was steered nearly west. Being at the time well to the eastward, we ran on a line due east and west over it: the vessels of the squadron being spread about three miles apart, on a line north and south. We did not however, find it in our progress, or any bottom or indications of soundings; no discoloration of water was visible, or change of temperature, although the line extended thirty miles east and west of its reported position; after which we again stood to the north, and ran over a virgin as laid down on the charts, but none such was found in existence.

Our next examination was for Boneri's Sandy island, which was in like manner carefully searched after in and around its position as laid down on the charts, but our search was equally unsuccessful.

Finally, search was made in and about latitude  $2^{\circ} 43'$  south, and longitude  $20^{\circ} 35'$  west. Extending to the north, northwest of this point a distance of thirty miles hereabouts, having been assigned as the situation of the submarine volcano reported by Admiral Krusenstien, which it was supposed might have left a shoal. This locality was twice run over in different directions and carefully examined with the squadron in open order, but none such was found in existence.

Lieutenant Hudson, of the *Peacock*, having separated from me on the 16th of October, proceeded on a different course in search of the same shoals which we were looking for, but was equally unsuccessful in finding any, as appears by the following extract from his report to me, which affords further evidence, if it were needed, of their non-existence.

"Having separated from you on the 16th of October, it was not until the 23d that I had worked up to the Warley's shoal; and at 8 o'clock that night I was directly on the spot where it was laid down on

the chart. We placed good lookouts, and kept our patent lead going for fifty miles before reaching the location of this shoal as laid down on the chart; also observing our drift at night, in hopes of sweeping over it at early daylight.

"I continued cruising in this vicinity in various directions, getting casts of lead in from 50 to 100 fathoms, without finding bottom.

"I now continued my examination, and after having swept over a circle of 40 or 50 miles in different directions, am perfectly satisfied that Warley's shoal exists nowhere in the neighborhood laid down on the chart.

"I then proceeded for the French shoal with the wind ahead, (south by west,) where I arrived on the 25th of October, and continued cruising all the following day, with a fine breeze, immediately over the location of the shoal as laid down, and in every direction for miles in its vicinity. After thus thoroughly searching the English locality of this shoal, I directed my course for the French position, seventy-six miles distant, making nearly an east course, with lookouts, and the lead going, until I had run immediately over and around the spot, sailing in various directions, a distance of forty miles, without effect.

"I then made the best of my way for the Trinton bank, with the wind veering and hauling from south southwest, to south southeast, and passed the equator on the night of the 3d of November, in longitude  $17^{\circ} 40'$  west, and continued over and around the locality of that bank, until the morning of the fifth, getting casts of the lead during the time in from fifty to two hundred and fifty fathoms, up and down without finding bottom.

"I have, in our search, fully satisfied myself, and hope our examination will prove equally so to you, and all others, that these shoals do not exist."

Thus, sir, we have effected the examination of the supposed position of eleven shoals or dangers, which have occupied their places on the charts, much to the alarm of navigators. And I sincerely trust that the result of our endeavors and diligent search, with the exertions heretofore made by others, will be sufficient to cause them to be obliterated from the charts, as there are already real dangers sufficient to awaken the watchfulness of the navigator without his being harassed with imaginary ones.

The following decision, which we copy from the United States Gazette, is important to our Consuls abroad, and to captains of vessels and to sailors. It also has some bearing upon the recent case at Havana, where five of the crew of the American ship *William Engs*, are working in the chain gang of the streets, having been tried there for mutiny at the instance of the American Consul, instead of being sent home to have their conduct examined. The general remarks relative to Consuls are worthy of consideration.—*Pennsylvanian*.

From the United States Gazette.

CONSULS AND SEAMEN.—At a late trial of a claim for wages by a seaman, before JUDGE HOPKINSON, the Captain had imprisoned the man at Rio Janeiro, for alleged misconduct, and offered the certificate of the Consul to justify the proceeding and prove the offence—the ship came away and left the man in prison. In speaking of this part of the case, the Judge said that he had no doubt that this proceeding on the part of the captain was altogether illegal and unjustifiable. That he had repeatedly expressed his disapprobation in strong terms, of the practice of putting our seamen in foreign jails and dungeons, at the mercy of the police officers, for offences by no means requiring this severe and extreme remedy. For ordinary misconduct or insubordination, the law gave the master of a vessel power sufficient to enforce obedience and maintain discipline on board his vessel—that it is only in case of extraordinary violence, such

as was dangerous to the vessel or those on board of her, that a mariner should be taken on shore and thrown into a prison; every act of passion or insubordination is called mutiny, and the offender is hurried off to an unwholesome confinement, often in a dangerous climate. In the case before him, the Judge said the man had been many months on board the vessel without incurring any punishment—he had a quarrel with the mate, in which it is uncertain which of them was most in fault; and the second day after it, when it was supposed to have gone over, and no misconduct had occurred in the meantime, a boat was sent to the ship with a police officer, and the man was carried off to a prison without a hearing or any examination of the charge, except such as the Captain chose to give to the Consul. The Judge said he would take this occasion to repeat what he had more than once said before, and to correct an error into which Captains continue to fall.

They seem to think that if they can get the order or consent of the Consul for their proceedings, it will be a full justification for them when they come home. He wished them to understand that he would judge for himself, *after hearing both parties and their evidence*, of the legality and necessity of these summary incarcerations; and the part the Consul may have taken in them, would have but little weight with him. He said he had never known an instance in which a Consul had refused the application of a Captain to imprison a seaman; furnishing him with a certificate, duly ornamented with his official seal, vouching for the offence of the victim, of which, generally, he knew nothing but from the representations of the Captain or officers of the vessel. The Judge said he never suffered their certificates to be read; that they were weaker than *ex parte* depositions. He then made some remarks that may be worthy of the attention of our Government. He said, our Consuls, unfortunately, are merchants depending entirely upon the profits of their commercial business for their living, especially upon consignments from the United States; that it is therefore of a primary importance to them to have the good will of the masters of vessels, that they may make a good report of them to their owners. He said, that an American gentleman of high intelligence, who has travelled much and known many of our Consuls, has, in the book he has published, expressed his regret that they are not supported by salaries from the public treasury. As they now are, these important appointments are placed exclusively in the hands of merchants, who he says, "are under strong inducements to make their offices subservient to their commercial business."

**THE MILITIA.**—In an article, published last week, upon the present condition of the country, as it regards its means of offence and defence, we urged, among other things, the necessity of a speedy and efficient reform in our militia system. We propose now to advert briefly to one or two plans which have been presented, and one of which we hope ere long to see adopted, for the improvement of the militia. Among the memorials laid before the last Congress, was one from Alden Partridge and Edmund Burke, a committee appointed by a State Military Convention in Vermont, praying the adoption of a plan proposed by them for the re-organization of the Militia of the United States. This plan, which seems to us neither to have been well drawn, nor well digested, embraces a great many details which are manifestly impracticable, and is altogether too complicated for general use. After dwelling upon the conceded advantages of a well regulated and efficient national militia, and glancing at those provisions of the constitution by which authority is given to Congress to provide for organizing, arming and disciplining the militia, the plan proceeds to enumerate the following alterations and additions, as necessary to render the reform complete.

1st. As to the organization: There should be a proper arrangement of the militia into companies, brigades, divisions, &c.; a due proportion of each arm, infantry, artillery, cavalry and riflemen; an efficient organization of the different departments of the staff; and the division of the militia into three classes; the first, comprising all between 21 and 31 years of age; the second all between 31 and 41; and the third, the corps de reserve, all between 41 and 45. Estimating the entire amount of the militia in the United States at two millions, the above division would give for the two active classes at least a million and a half.

2d. As to discipline: The plan proposes that in each State military instructors should be appointed to drill the militia; that regular camp duty should be performed for a certain number of days in each year; and that all should be subjected to this course for ten years. And that the Legislature of each State should, if they saw fit, organize seminaries for instruction in military science, (the plan allows to this State five of these,) the Professors to be paid by the U. States.

3d. As to the cost of this system: The memorial fixes it at six and a half millions of dollars per annum.

This last item is of itself a sufficient objection to the whole plan—and besides the idea of establishing military seminaries in every State is entirely chimerical—and the number of active militia, contemplated by the plan, (over a million,) unnecessarily large. On the ground, both of efficiency and economy, the plan proposed last year in the House of Representatives by Mr. Wagner, is every way preferable to the lumbering proposition of the Vermont Convention. That limits, in the first place, the age at which military service shall be required to the period between 21 and 41 years. It provides, in the next place, for the enrolment of all able-bodied men between the ages of 21 and 40, but exacts active duty from only one-tenth of this number. It requires this tenth to encamp for six consecutive days in each year, during which time each man is to receive one dollar and fifty cents per day, the United States furnishing the camp-equipment, etc., as well as providing for the payment of the active militia. In case of war, the whole active militia can be called into service at once, and easily maintain themselves, while the enrolled militia is receiving the necessary military instructions. Finally, the number of the active class, by this plan, will be about 200,000, and the annual expense short of two millions.

This plan certainly strikes us as both feasible and comprehensive. It will give respectability and efficiency to our militia in time of peace; and on the outbreak of a war, in addition to our regular army, we should have at command 200,000 disciplined troops. The cost is too trifling, compared with the benefits likely to be reaped from it; and especially as any system which should render our militia efficient would obviate the necessity of any further increase of our standing army. It is at any rate high time that this subject received at the hands of Congress the attention due to its importance. And we hope to see our State Legislature act upon the suggestion of the Military Convention recently held here, and pass resolutions requesting our Senators and Representatives to bring up this subject at the next session of the National Legislature.

We cannot, in conclusion, forbear noticing the unfounded and violent attacks upon the Military Academy at West Point, embodied in Capt. Partridge's memorial to Congress. They are such as can be refuted at once and with notorious facts; but may obtain some credit with those who know that Capt. Partridge was once at the head of that institution, but who do not know in what condition he left it. These charges are,

1st. That "all offices in the military service of the United States, are monopolized by the protégés of

that institution, to the utter exclusion of others equally well qualified." This broad assertion is at once controverted by the fact that within the last two years, upwards of one hundred appointments have been made of citizens to military offices.

2d. "That the Academy is calculated to establish a military aristocracy, and to build up a standing army." This apprehension from an institution which sends forth annually but about forty graduates, to be dispersed among a population of fifteen millions, is too puerile for reply.

3d. That the Academy only forms "military pedants and military dandies." To which we can only say that that race expired, when Capt. Partridge ceased to be Superintendent at West Point.—*Albany Daily Advertiser.*

**BLOCK HOUSES IMPREGNABLE TO INDIANS.**—Senator Benton, in the speech urging the adoption of a scheme of military colonists in Florida, stated this remarkable incident, which we do not remember to have met with before:

At the breaking out of the Creek war in 1813, the inhabitants on the Mobile and Alabama rivers collected into a station which soon acquired a brilliant celebrity. It was called Fort Mimms. A battalion of militia guarded the place, and a great number of families sought shelter within its huts and stockades. I was at the place a few months afterwards, and verified the facts of which I speak. Among other families under the shelter of this fort, was that of two brothers, their names Pearce, natives of one of the New England States. They were considerate, reflecting, clear-sighted men, cautious and brave. In the Friday night preceding the Monday on which the fort was surprised, they were convinced by the fierce and peculiar growling of the dogs, that the Indians were about; that they were examining the place preparatory to an attempt upon it; and they were convinced, from the negligence which prevailed at the fort, that it might be surprised. These brothers had a saw-mill two miles off, and for its protection a block house near to it. They concluded that they would be safer in their own block house, with their four or five rifles, than in a fort so uglyly guarded. This was Friday night; on Saturday morning they acted on this belief; they removed their household to the block house; and at 12 o'clock on Monday Fort Mimms was surprised and taken. Hearing the firing, one of the brothers mounted a horse, rode down to the scene, sat in a cove of wood, saw the rifle, the knife and the hatchet, despatching the children, the women, and the men, as the flames of the burning fort drove them out of the stockade into the open ground about. When the massacre was over, the Indians turned their steps to the block house of the Pearce's. They examined it, they walked around it at a respectful distance; they went off, and those two brothers, with a few men in their employ, maintained their position during the whole war, without the loss of a life, and with the complete protection of their own property. This is an example, in point, to show the safety of a block house.

**STEAM VESSELS OF WAR.**—One of the late acts of Congress contains an appropriation of \$300,000 for the commencement of three steam vessels of war. It is gratifying to see that a beginning is thus made in providing the nation with this new and indispensable means of defence. According to a paragraph in the New York Courier, it would appear that this subject had engaged the attention of some of our navy officers. That paper says, in reply to a correspondent:

"The school established on board the frigate *Fulton*, under the superintendence of Captain Perry, is an honor to our navy, and a better man to superintend it could not be selected from any service. Capt. Perry has for years devoted his whole attention to this

all-important subject; and so has Lieut. Lynch, then whom we know of no one who is more scientifically and practically conversant with the steam engine. In short, all who have been permitted to devote their time to this new branch of naval warfare, have made themselves particularly familiar with the subject; but we repeat that the whole matter is on too limited a scale. At least one hundred, nay, all the officers now on leave, or attached to stations doing nothing, should be undergoing a course of instruction on this all-important subject, and every navy yard in the country should be actively employed in building steam frigates. 'Delays are dangerous;' and never was there more force or truth in this old saw than at this crisis."

*From the Philadelphia Herald.*

**VESSELS FITTING OUT.**—The letter which follows, addressed to a friend of ours, from an officer in the navy, contains an account of the vessels now fitting out at Norfolk; and will be read with interest by the friends of the navy.

U. S. SLOOP OF WAR WARREN,  
Naval Anchorage, Norfolk, Va.,  
March 13, 1839.

DEAR SIR: We have just unmoored ship to drop down to Hampton Roads, to-day, provided the wind will permit us; thence to sail, in a day or two, for Pensacola, to become one of the West India squadron. The *Warren* has been much improved since her return to the United States, in appearance—and it is thought will prove a better sailer than she has hitherto, and do away with her ugly nicknames, viz: "The Diving Bell," and "Wash Tub." Her bow has been raised and flared; and her draft of water at increased by the addition of a foot and a half of false keel. A variety of rumors have been drifting about the last two weeks, regarding our destination; and at one and the same moment, the gaily news has sent us down east, to the Pacific, Mediterranean, and the West Indies. There is no doubt now, that we proceed direct to Pensacola, there to join the *Macedonian*, and take our station in the squadron.

At the Dock Yard here, they are very active in fitting out the vessels for sea. The *Constitution* yesterday hoisted the broad pennant of Com. Claxton, and is to drop down from the Navy Yard, to our present anchorage to day. Her crew is all on board, and she will sail soon for the Pacific. The *schr. Shark* is all fitted for sea, but has not a crew on board. The *frigate Brandywine* has undergone extensive repairs, and is assigned to the Mediterranean, but will not be ready to receive her crew for a week to come. The *schr. Grampus*, lately returned from the West Indies, has been cut down to the water's edge, and the workmen are driving on with her repairs. A little steamer, intended for the coast survey, is now in the Dry Dock, being coppered; and the keel of a new sloop of war was, last week, laid on the *Macedonian's* launching ways. She is to be completed during the summer. A variety of improvements are going on in the yard too numerous to mention. The *Pennsylvania*, Delaware, and Potomac, are laid up here for the present, and the *Guerriere* and *Java*, both unseaworthy, are rotting at their moorings—the *Java* being used as a receiving ship.

Our present naval force on the West India station consists of the frigate *Macedonian*, Capt. Beverly Kennon, and bearing the broad pennant of Commo. William B. Shubrick, Sloop of war *Erie*, Commander Joseph Smoot.

"	Levant,	"	Hiram Paulding.
"	Natchez,	"	Benj. Page, Jr.
"	Vandalia,	"	Uriah P. Levy.
"	Boston,	"	Edw. B. Babbitt.
"	Ontario,	"	Wm. E. McKenney.
"	Warren,	"	Wm. A. Spencer.

**U. S. SHIP BOSTON.**—On the 30th January last, on what we considered good authority, we published as an article of intelligence, received from Havana, a statement or report that an entertainment had been given on board of an English vessel of war then in that port, to which the officers of all the ships of war in Havana were invited, except those of the sloop of war Boston—the only national vessel of the United States then and there present. We regarded this as an intentional slight put upon our flag; and we regretted the occurrence as evincing an unfriendly feeling towards us, on the part of the British officers supposed to be implicated. Some time afterwards we copied from the Pensacola Gazette, where the Boston had in the mean time arrived, a formal and decisive contradiction of the report from the officers of the ship. We have since had the happiness to see and converse with a lieutenant of the Boston, who assures us that the report was totally groundless and without the shadow of foundation; that on the contrary, no entertainment was given on board an English vessel at Havana while the Boston lay there, and that the officers of that ship were invariably treated by the English officers in the most polite and friendly manner.

We feel much satisfaction in publishing this contradiction of an unfounded report, at this time particularly, when our national relations with Great Britain unfortunately present an aspect sufficiently well adapted to produce bad blood without the intervention of such rumors.—*Louisianian*.

**THE REVENUE CUTTER CRAWFORD.**—For some cause or other, a survey was ordered to be holden on the U. S. Revenue Cutter Crawford, at Eastport, a short time since, and the vessel was reported to be rotten and unseaworthy, and was advertised to be sold at auction. The sale accordingly took place, and it was thought that of course she would be knocked off for a few hundred dollars at most. But it seems that a gentleman residing in this vicinity, who happened to be at Eastport at the time, had the curiosity to examine the Cutter, previous to the sale, and he found her condition to be so different from what was represented by the surveyors, that he concluded to bid for her. He accordingly bid against one of the surveyors, and she was finally knocked off to him at \$2,400. He was offered on the spot \$300 for his bargain, which he refused—and took measures to bring her round to Boston, where she was examined, found to be perfectly sound and strong—and he has since sold her for the sum of \$2,000, or \$3,500.

Such are the circumstances of the case as related to us—and we believe them to be correct. They look not a little mysterious. It is difficult to conceive why a survey was ordered to be holden on a vessel that was obviously perfectly seaworthy—and it is difficult to imagine how the surveyors could be induced to represent her as worthy of condemnation. But if they really believed that she was decayed and unseaworthy, it is still more difficult to conceive why one of the surveyors should bid so high for such a worthless vessel. We hope that all the circumstances of the case will be fully investigated by the proper authorities.—*Boston Mercantile Journal*.

*Extract of a letter to the editor of the Boston Transcript, dated*

**U. S. SHIP OHIO, Gibraltar bay, Dec. 27, 1838.**  
 . . . Now for the ship herself. It would be presumption in me, or any other man, to say what she will do, but I do not hesitate to say she surpasses, in every respect—sailing, working, &c.—every ship in which I have been since I was first sprinkled with salt water. I have had, you will certainly admit, some experience, and some opportunity of judging correctly, but I never supposed such a ship could be built—a ship possessing in so great a degree all the

qualifications of a perfect vessel of war. She is as animated as a pilot boat, and, remembering her immense bulk and weight, almost as easily managed. Her performance is truly astonishing. We are now passing the Rock, (21 days out,) and the passage has been somewhat blustering. We have had a good opportunity to try her.

To give you some idea of her sailing: With top-sails doubled reeted, and top-gallants over them, close hauled to the wind, she has repeatedly sailed *twelve and a half knots*. This is truth, and not exaggeration. As perfect harmony prevails amongst the men and officers as is possible in a ship of this kind. The Commodore and Capt. Smith are very popular. Nothing more seems to be thought of the officers' quarters, of which so much was said before we sailed. The mess will not tolerate any conversation on this subject.

The health of the ship has been excellent, although a few casualties have occurred. James Moore, ordinary seaman, fell from the weather maintopail yard, through the lubber's hole to the deck, breaking his jaw, collar-bone, and both thighs. The poor fellow died a few minutes after he was carried below. Another seaman, who fell at the same time, was saved. Lieut. Misroon fell from the "horseblock" and broke his leg just above the ankle in two places, but is doing well.

**PORT MAHON, Jan. 4.**—We could not put our letters on shore at Gibraltar; the wind was fresh and fair, and the Commodore would not stop. . . . We found the Cyane here from her summer's cruise. Officers all well.

We have been permitted to read another letter, which says:

"The ship is an excellent sailer. 12 knots were fairly measured on a *taut bowline*. Our passage to Gibraltar was generally rough and boisterous, with frequent gales of wind. Our ship, however, behaved gallantly; she is a superb vessel. Eckford was right when he said she would be a model for other vessels of her class. When we left New York, our draft was 24 feet 8 inches forward, 26 feet aft. Sill of midship port from water, 5 feet, 2 inches. Her battery brought her down 14 inches."

**THE MARINES.**—It has been said, and said truly, of the marines, that they were never ordered on any service which they did not perform, and perform well. Their fidelity on the occasion of the mutiny at the Bore, is recorded to their honor in the history of their country, and their excellent discipline and good conduct are constantly eliciting praise. It is very gratifying to observe that the good feeling between this distinguished corps and the line is daily increasing; while an equally good understanding is cultivated between the marines and the navy.

**LONG VOYAGE IN A LONG BOAT.**—The brig Amazon, Foster, which arrived yesterday from Surinam, fell in, on the 10th January, lat. 12 59, lon. 57 40, with the long boat of ship Huskisson, containing Capt. Hylar and thirteen men, who had abandoned the ship with eight feet water in her hold, Dec. 12. They were very weak and much emaciated, and had consumed the last morsel of biscuit on the day they were spoken. The Amazon took out three men, and supplied the boat with provisions and water. Capt. H. and the others preferring to remain and take their chance of getting into Barbadoes, about 100 miles distant, having already sailed from 2,500 to 2,600 miles in the boat for the last 28 days. The Huskisson was from Sierra Leone for London, and sprung a leak when seven days out. Eight men took to the small boat, and kept company with the long boat for eight days, when they separated; the small boat had then about 15 lbs. of bread and 4 gallons of water.—*Boston Transcript*.

*From the National Intelligencer.*

**GENTLEMEN:** An impression is prevalent that those who contend, in some degree, the destinies of the Navy are opposed to the recent improvements by steam navigation. I ask the favor of you to publish the subjoined extracts from official reports made by the Commissioners of the Navy as far back as 1826, incontrovertibly proving that they have been disposed to anticipate public sentiment in favor thereof, and have only been prevented carrying out their views by Congress not having sanctioned them with the requisite appropriations.

**A FRIEND TO, BUT NOT AN OFFICER OF, THE NAVY**  
*Extracts from the Navy Commissioners' Reports.*

OCTOBER 16, 1829.—"Let us, sir, for a moment contemplate a state of war, and suppose these [Newport and the Chesapeake] to be the general resort of our guarda costa, consisting of line-of-battle ships aided by steam batteries. These, co-operating with the permanent fortifications now in progress, would enable us to place those points in a state of security." &c.

NOVEMBER 9, 1835.—"Although not strictly embraced in the requisitions of your letter, the Board beg leave respectfully to state their conviction that the early construction and employment of steam vessels is demanded by many important considerations; placed at each of the principal stations at Boston, New York, Norfolk, and Pensacola, besides greatly facilitating the operations of the other descriptions of our naval force, they might contribute essentially to the safety of these places, and would furnish the means of training officers to properly manage a species of force which must necessarily form an important part of our defensive, if not our offensive, arrangements in a state of war."

APRIL 21, 1836.—"Leaving, however, the nature and extent of our naval preparations to be decided by those with whom the decision rests, the Commissioners will suppose that 15 ships of the line, 25 frigates, 25 sloops of war, 25 steamers, and 25 smaller vessels, with frames and other timber, the copper, ordnance, tanks, and chain cables, for 10 ships of the line and 10 frigates as a reserve force, may be considered as the amount of force which it may be the pleasure of Congress to provide," &c.

**BRITISH NAVY.**

*Correspondence of the N. Y. Journal of Commerce.*

LONDON, Jan. 2, 1839.—The excitement which has recently been produced among all classes and parties relative to the condition of the British navy, deserves a special notice. A pamphlet, professedly written by "a flag officer," but generally believed to have been the production of the celebrated John Wilson Croker, the late Secretary to the Admiralty, states, that through the conduct of "the imbecile government," the navy is in a most inefficient, dangerous, and disgraceful state; that France has a marine infinitely superior; and that were a war to break out, Great Britain would be humbled to the dust. Capt. Napier, the gallant captor of the *Misgallite* fleet, has also come forward as an alarmist, and declared that Russia has the power of sweeping the Humber, and sailing into the Thames. The Times has followed in the wake of these writers, and in several powerful articles endeavored to show the crippled power which England possesses, and the utter want of management, the total absence of naval judgment, and the melancholy paucity of patriotism which characterizes the Melbourne Cabinet.

At the dinner given to Sir James Carnac, the successor to Sir Robert Grant, the late Governor of Bombay, by the East India Company, one of the potentates of Leadenhall street, in proposing as a toast, "The Navy," said, "Though this is no place or moment for the discussion of a political question, still, as a lover of my country, I am anxious to learn from

high authority, whether our only safeguard, the mighty bulwarks of the empire, is in that state which has been so confidently and industriously asserted." Earl Minto, the First Lord of the Admiralty, declared, in returning thanks, "that it would be found, on examination, that the navy of this country had not, for many years, been in so efficient a state, and so well prepared for the proper reception of a foreign enemy, should one present itself." This was intended as a settler of the question; but the Times appended a note to the reply of the noble Earl, delaying him to the proof, and declaring that to attempt to do so, would require more hardihood and impudence than even a Whig Lord and place-man possessed.

In corroboration, however, of the noble Earl's assertion, and in a semi-official character, the Devonport Telegraph speaks out in the following confident strain: "We fearlessly assert, and we do it advisedly, being fully prepared to substantiate our statement, by reference to the tables even of the opposition alarmists themselves, that in real effective strength the British navy is at this moment fully equal to the navies of Russia, France and America put together." The italics are in the original as copied into the Morning Chronicle of the 26th, and the whole article is full of the same style of bravado. According to a previous number of the paper, I find that the line of battle ships fit for service are numbered at eighty—thirty of them quite new! From the article above alluded to, I have condensed a table of the different classes of frigates, merely leaving out their names, and some unimportant observations. By the following you will therefore be enabled to judge of the real effective force of this country:

*Frigates now in commission.*—One of 52 guns; two of 50; three of 46; three of 36; twelve of 28; four of 26; one of 24—in all 26.

*Fitted as demonstration ships, and ready to receive their crews.*—Four of 32 guns; three of 50; two of 46; one of 28; two of 24—in all 12.

*The following might be got ready for commission at a short notice.*—One of 52 guns; six of 50; forty-seven of 46; one of 44; four of 42—in all 59.

Out of the last class, no less than 36 are new frigates which have never been at sea, and the whole of them could be ready for sea in six weeks.

*The following frigates are building:*—One of 52 guns; one of 50; one of 46; six of 36—in all 9. The 50 is ready to launch, and two of the thirty-sixes are in a state of considerable forwardness. The whole of this force constitutes a total of 106 frigates—26 of them being of the most superior character, actually afloat, carrying 32 pounders on their main and quarter decks, and capable of fighting any ships of the same class in the world.

Presuming that this statement is correct, another question immediately intrudes itself, and that is, how are these ships to be manned? For the last two months every ordinary endeavor, at the various rendezvous and crimping-houses, have been made to procure men, without effect; and I have heard an old officer declare that men are not to be procured without a bounty; and when they have it, they are almost certain of deserting. The government papers tell us that there were only 117,000 sailors in the merchant service in 1814—but that in 1826 the number had augmented to 176,000—being an increase of 60,000; and that, as the subsequent years have been equally progressive, there can be no cause for dread as to this most necessary portion of the service. Notwithstanding this statement, I am compelled to differ from them, and emphatically to declare that, should a war commence, impressment will be the inevitable consequence.

Many suggestions have been made to obviate this serious difficulty, and what I shall ever consider a national disgrace; but, I fear, without any prospect of their being carried into effect. The only certain

and effectual way to procure good and truly able-bodied seamen, will be by giving an increase of wages; a large pension after the specified time of service has expired, and doing more than was done in the late war for the widows and orphans of those who fall in battle. This is not only a humane, patriotic, and attractive course for the English admiralty to adopt, but it is, in my opinion, a common sense; in other words, the pounds, shillings, and pence view of the subject, which a Jack Tar cannot fail both to understand and appreciate. God forbid that a war should arise; but if it should come, and we are to rely upon the statements I have quoted, and can get those ships well manned, there can be little to fear from the only power with whom a collision is likely to take place, I mean that of the miscreant Muscovite—the destroyer of unhappy Poland.

#### MOTHER MATHEW. FROM THE FRENCH.

At the battle of Leipzig, on the 18th of October, 1813, the second regiment of marine artillery had three times lost its cannon and colors. Three standard-bearers had successively fallen; but such was the desperation of the combatants that they no sooner lost their guns than they recovered them.

The fourth standard-bearer, a man named Mathew, a sergeant of the fourth battalion, again charged on the enemy, and re-captured the colors; but at the fourth charge, the brave Mathew fell dead like his comrades, pressing to his heart the re-captured color, riddled like his breast with bullets and grape shot.

Suddenly his wife, a good old French sutler, stepped in his place, charged on the eagle and banner, and precipitately retreated with the few men who escaped the massacre. They were indeed few, for of the 4th battalion nearly all were either killed, wounded, or prisoners.

The artillery were taking their position and closing up their thinned ranks, and mother Mathew (that is what every body called her) had returned to take her post at the left of the regiment, when she perceived the Colonel weeping bitterly.

"What is the matter with our Colonel?" asked the old woman of Adjutant Major Mallet, "he is weeping! A French officer too, too! Whilst I, Major, I who have just lost my poor Mathew, do not weep; I have too much spirit for that; but they shall pay for it. The poor dear man! Look, Major, how the Colonel weeps! He cries like a conscript, and says that his regiment is lost. That will not revive it, will it, Major?"

"You do not know then," replied the Major, "that we have lost our eagle!"

"Confound it, if the shot have carried it away, it is not the fault of the Colonel!"

"Go to, for an old fool, you do not know that a regiment which has lost its ensign, loses its name."

"Lose its name! no more then will I belong to a regiment that has no name: Go, Major, tell the Colonel to take courage, and come and drink schnapps with mother Mathew, and she will restore the eagle and ensign."

"Where are they?" cried the Colonel, who had ridden up and heard the last words.

"Under my dress! Wait, Colonel, here they are! I have saved the eagle, but I have lost father Mathew!"

"Very well! do not be disheartened," replied the Colonel, embracing her, (impudent fellow,) "and be quiet, I will find in my regiment a handsomer and younger husband for you."

"Younger, that is very likely, Colonel," said the sutler, putting her hand to her eyes; "but he will never be as good as my poor Mathew. I will be revenged, that's certain!"

The Colonel immediately took off the cross of the Legion of Honor which was on his own breast, and placed it on the breast of the brave sutler, saying,

"Take my cross, wear it, for you have earned it, the emperor will confirm it!"

Since then, in 1813, mother Mathew has resided at Toulon, and every review she might be seen, with her cross on her breast, marching at the left of her regiment, old and decrepit as she was. H. H.

#### ORIGINAL POETRY.

##### SONG OF THE OKEEFONOKEE.\*

BY LIEUT. G. W. PATTEN, U. S. ARMY.

You dare me to sing of the Okeefonokee—  
The word, to be sure, is uncouth to the ear—  
And yet you may still (if the rhyme do not choke ye)  
Make ready to read, or be silent to hear.

You say 'tis the swamp, sir,  
So dismal and damp, sir,  
Whose intricate windings you wish me to show;  
With its lake of the red man,  
And shore of the dead man,  
Who perished by famine, or fell by the blow.

Do you see yonder cypress? 'tis on "Trembling Island,"  
Which name from its character so fitly it gets;  
Because, should you step there, supposing it dry land,  
'Tis twenty to one but the isle overcasts.

Like a ship without breezes,  
It rocks as it pleases,  
Sad footing for marching men, likely to drown.  
And often, they say, sir,  
'Twould have floated away, sir,  
Were it not for that cypress, which anchors it down.

You've read of the stream which they name from St. Mary,  
That hammock of saplings its head waters know;  
And you've heard of the bud of the fain'd "Paddy  
Catey;"†

They feed in yon cane till to "chickens" they grow.  
And the gentle Nautilus,  
(This measure will kill us,)  
Freights yonder his barge ere to ocean he sails;  
While the rough alligator,  
The wonder of nature,  
Bends hither his course when he changes his scales.

Look now at the west, where the day star is streaming,  
Like the light of an eye o'er a scene it enjoy'd;  
Oh! yonder are spots in the dim distance gleaming,  
As yet undiscover'd by M\*\*\*\*s or F\*\*\*\*d.  
By the light of the sunset,  
There ready for fun, set  
The nut-cracking squirrel and moss-eating hare;  
And blithe 'neath the moon-ray,  
The fox and the 'coon play,  
While the wolf dances round, with the cub of the bear.

And there—at the mention, the bull frog stops leaping,  
The snake seeks his hole, and the hornet its hive—  
Dwells the red-handed ghost, who hath kept, and is keeping,

The corpse of the FLORIDA war still alive;  
And who laughs every night, sir,  
To see the sad plight, sir,  
Of the leg-weary soldier—a mud-stricken thing—  
Like "Araby's Daughter," bogg'd,  
Helpless and water-logg'd—

Oh! 'tis the O-KEE-FO-NO-KEE I sing!

HAMMOCK, OKEEFONOKEE, Feb. 1839.

\* Written in consequence of a banter, that the author could not rhyme with Okeefonokee.

† We do not know whether the author alludes to "Mother Catey's chickens," so abundant at sea; or to the anecdote of a son of St. Patrick, who shot a frog and exclaimed: "Arrah! but you were a beautiful bird afore I shot all the feathers off ye!"—*Pr. Dev.*

FOR RENT.—The office at present occupied by the subscriber, on 17th street, adjoining the Pension office. Possession given immediately.

Feb. 7—tf

B. HOMANS.

OFFICIAL ARMY REGISTER, 1839.—Just published and for sale at this office. Price 50 cents. March 7.



WASHINGTON CITY;  
THURSDAY, ..... MARCH 23, 1839.

We have commenced, in detached portions, the republication of the *Army Register* of 1833, adding, so far as positively known, the station or duty of the officers. After we have completed the staff, we shall take up the regiments of the line; and in like manner, republish by degrees the *Navy Register* for 1839. This is a species of information which has not heretofore been communicated to the public, and we have no doubt it will prove acceptable to all who feel an interest in the two services.

In the present number will be found, also taken from the *Army Register*, a list of officers now in the army, who were brevetted during the last war for gallant or meritorious services.

**COURT OF INQUIRY AT ST. LOUIS.**—By private letters we learn that the testimony was closed on the 9th inst., and it was expected that the defence of Col. BRANT would be delivered on the 10th. After making up its opinion, which would not probably occupy more than two or three days, the Court would adjourn.

**MAJOR T. NOEL, 6TH INF.**—Reports were in circulation, on the authority of letters from Garey's Ferry, that the wound of Major NOEL had proved mortal; but we are happy to learn that letters, dated 16th March, have been received from himself by his family, in Baltimore, which give the gratifying intelligence that he had nearly recovered.

**Gen. MACOMB** left Washington on Friday morning in the steamboat Columbia for Norfolk, instead of Thursday evening as he intended, via Fredericksburg and Richmond. His staff consisted of Capt. E. SCHRIEVER, Assistant Adjutant General, Lieuts. M. S. MILLER, 3d Arty., and J. T. SPRAGUE, 8th inf., as Aides-de-camp.

We learn from the Pensacola Gazette, of the 16th instant, that on Tuesday, the 13th, the command of the West India squadron, was transferred from Commodore DALLAS to Commo. SHERRICK, and on the same day Commo. DALLAS assumed the command of the Navy Yard.

*Correspondence of the Army and Navy Chronicle.*

**SIR:** The person who recently furnished you with a public letter, over the signature of D. B. McNeil, U. S. Collector, for publication, omitted to state that he did so without previous reference to, or consultation with, that gentleman, who was in no wise accessory to said publication; which fact it was not doubted, would readily, indeed necessarily, be inferred from the introductory remarks that accompanied and were published with the letter in question.

To reduce that matter, however, to certainty, the above statement is furnished by

March 13, 1839.

JUSTICE.

The U. S. steamboat Poinsett, Capt. Trathen, arrived at Baltimore on Saturday last, from Garey's Ferry, and 56 hours from Charleston. Among the passengers were the widow and child of the late Capt. S. L. RUSSELL, of the 2d Infantry.

**TO CORRESPONDENTS.**—"A Subaltern, No. 4," on the Florida War, next week.

**CORRECTION.**—At the close of Gen. Jomp's letter to Mr. SHRIEVER, published last week, the word "instructing" should have been *interesting*.

**ARRIVALS AT WASHINGTON.**

Mar. 22.—Lt. Col. Geo. Talbot, Ordnance, Gadsby's.  
23.—Lieut. J. H. Winder, 1st Arty., Polk's.

**PASSENGERS.**

NEW ORLEANS, March 8, per steamboat John Linton, from Natchitoches, Major L. G. De Russy, of the army, March 6, per ship St. Mary, from New York, Capt. W. C. De Hart, Lieut. W. E. Ainsworth, and 200 U. S. recruits, bound to Fort Gibson.

CHARLESTON, March 20, per schr. Empire, from St. Augustine, Paymaster C. Andrews, of the army.

New York, March 24, per brig. Montevideo, from Rio Janeiro, Mid. John C. Henry, of the U. S. navy.

**DEFENCE OF THE WESTERN FRONTIER.**

**QUARTERMASTER GENERAL'S OFFICE.**

*Washington City, February 15, 1836.*

**SIR:** In obedience to your order requiring my opinions and views as to the general route of a road from Saint Peter's to Red river, and as to the number and the proper positions of the military posts required for the defence of that flank of our country, with an estimate of the cost of making the road and establishing the posts, I have to remark that our whole western frontier, extending from Lake Superior to the Gulf of Mexico, through seventeen degrees of latitude, is, as you are well aware, either bounded by a foreign territory in a state of civil war, or in direct contact with powerful and warlike Indian tribes. Should those who are in arms against their Government on our borders be beaten, they will naturally fly to our country for protection; and if the bands of Indians under the control of their Government be employed against them, the whole of our frontier, south of Fort Towson, will be exposed to their incursions, and to the indiscriminate slaughter characteristic of Indian warfare.

The Indians north of Red river, if united, might bring into the field, perhaps, twenty thousand warriors, and their numbers are daily increasing by the emigrating tribes from Ohio, Indiana, Illinois, Michigan, Tennessee, Mississippi, Alabama, Georgia, and Florida. Many of the emigrants occupy their new positions under the influence of hostile feelings, the result of real or imaginary wrongs; and, for purposes of vengeance, would readily unite with the native tribes (who naturally view with jealousy the steady progress of our population westward, in any measures against us which should promise even temporary success: and even were the mass of them inclined to preserve peace with us, danger is to be apprehended from the collisions among themselves, and their misunderstandings with our frontier settlers. The better, and indeed, the only way to preserve peace among them, and to protect them and ourselves, is to establish a strong cord of posts along the whole line, with one or more advanced posts on the Missouri, and, if found necessary, on the Arkansas and Red river also, with good roads communicating between them, and from them to the interior. The posts should be fortified, and the garrisons should be sufficiently strong and well supplied to resist any sudden attack, and hold out if besieged; and there should be a mounted force constantly patrolling the roads, and

whenever circumstances should render such a measure advisable, strong detachments of dragoons or mounted riflemen should make excursions even into the remotest Indian country.

Taking Fort Snelling, at the junction the Saint Peter's with the Mississippi, as the most northerly point of the cordon, and Fort Jesup, near the Red river, as the most southerly, the intermediate posts already established are, Fort Leavenworth, on the Missouri river, Fort Gibson, on a principal branch of the Arkansas, and Fort Towson, near the Kiamichi branch of Red river. To complete the line, a post is required about midway between Fort Jesup and Fort Towson; another between Fort Towson and Fort Gibson; a third near the Osage Agency, on the Neotio; and a fourth on the river Des Moines, between Fort Leavenworth and Fort Snelling. Three positions on the Des Moines have been mentioned, either of which, if properly fortified and garrisoned, would exercise a decided influence over the Indian tribes between the Missouri and Mississippi rivers, viz: at the racoon fork, the north fork, and the upper fork. I should prefer the latter, because it is on the direct line of defence, and is within the neutral hunting ground of several tribes of Indians.

This office furnishes no data on which an estimate could be made, with any tolerable degree of accuracy, of the cost, either of making the road or establishing the posts. The labor, however, would, in both cases, be performed by the troops, and but little expense would, therefore, be incurred, except for the wages of master workmen, the extra pay to the soldiers employed, the means of transportation required, and the tools, and materials, such as glass, nails, iron, &c., to be taken from the interior.

A road has already been opened between Fort Jesup and Fort Towson, a distance exceeding three hundred miles, which is now undergoing repairs by authority of an act of the last session of Congress. The length of the road from Fort Towson to Fort Snelling will exceed eight hundred and fifty miles; but the greater part of the route lying over a high and open country, where the work to be performed will be limited, in a great measure, to erecting bridges over streams, and causewaying low and marshy places in their vicinity, thirty-five thousand dollars, it is believed, will be sufficient for the road; and for the four posts, about sixty-five thousand will suffice; making together a hundred thousand dollars for the road and posts—a small sum, when compared with the important objects expected to be attained.

In addition to the cordon indicated, the Council Bluffs should be re-occupied—that position is in the immediate vicinity of several tribes of Indians—it is within one day's march from the Otoes, one and a half from the Great Pawnees, two from the Mahas, two from the Pawnee Loups, and is at a convenient distance from the hunting grounds of the Sioux. During the whole time it was held by our troops, scarcely an instance occurred of difficulty between the Indians enumerated and our traders or other citizens. From the number of tribes it may control, I consider it the most important military position on the Missouri, and whether we establish other posts or not, it should be seized and maintained. Prairie du Chien, though within this line of defence, cannot safely be abandoned; and a garrison of one or two companies will be required for some time at the mouth of Des Moines.

Five thousand men, of whom fifteen hundred should be mounted, are necessary for the defence of this line, and it cannot safely be trusted to less. It will, therefore, be readily perceived that in the views I have taken I have had no reference to the existing military establishment, for experience has shown that it is entirely inadequate to the defence of the country. We have neither artillery sufficient for the frontiers on the sea-board, nor infantry and cavalry sufficient for the interior frontier. If the companies were

placed on a war establishment, and provision made to arm one of the regiments of infantry with Hall's rifles, and mount it when the service should require it, complete protection might be afforded to the whole country. The expense may, perhaps, be objected to, but I have yet to learn that the blood of American citizens is to be estimated by dollars and cents; and if it were, that system which is most efficient will be found the cheapest in the end.

The ill judged economy which arrested the measures projected for the defence of the frontiers in 1819, and broke down the army in 1821, has caused all the difficulties which have occurred with the Indians since: had those measures been carried out, and the force then in service retained, competent garrisons might have been placed wherever necessary, and at least two regiments have been disposable, and ready to reinforce any point requiring their aid; and the bloodshed, devastation, and consequent expense, attending three Indian campaigns, might have been avoided.

I have the honor to be, sir,

Very respectfully,

Your obt<sup>d</sup> serv<sup>t</sup>,

TH. S. JESUP.

Hon. LEWIS CASS,

Secretary of War, Washington city

#### COMMUNICATION.

##### FLORIDA WAR—CAPT. THISTLE'S PLAN.

MR. EDITOR: In the Chronicle of the 7th February, I observe a "Memorial of HEZEKIAH L. THISTLE, of the State of Louisiana, late senior captain of volunteers in Florida," &c. &c. I am not personally acquainted with Capt. Thistle, and therefore my remarks cannot be dictated by any feelings of enmity. But when an individual assumes the important position of a memorialist of Congress, for the purpose of proposing his services to effect an important national enterprise, his plans, principles, and qualifications, become public property, and are properly the legitimate theme of animadversion.

The said Hezekiah L. Thistle proposes a plan for expelling the Indians from Florida. The plan proposed is a very simple one, and by no means original. It is not in any degree comparable with the one pursued by Gen. Scott, (I mean the three columns diverging at a certain point,) and which was borrowed by the commanding general in the campaign of '37-'38.

The captain says: "I profess to be a perfect woodsman, and have given proof of my ability to trace the wilds of Florida without guide or interpreter, \* \* \* \* \* to reach the haunts of the wily savage, and to face him when found; I have also the influence to raise promptly a considerable body of able and suitable men, (chiefly mechanics, of strength to endure and perform, and skill to make or repair what may be needed,)"

As to the first part of his proposition, (his being a perfect woodsman,) it is doubtful at least.

I refer to his two printed letters, *passim*, for the assertion that woodsmen are the only proper antagonists for the Indian. "I set out," says he, "on the broad ground that the army proper is wholly unsuited to Indian warfare." "Unused (the army) to such a woods, and such an enemy," &c. "But the woodsman and hunter would find it their proper element."

"Unused to such woods, and such an enemy." (Indeed! after more than three years' constant service in the one, and against the other!)

And it is proposed to raise a "sufficient number" of these skillful hunters and woodsmen, in the city of Philadelphia. If Mr. Duncan thinks that the wasp-waisted, bandy-legged dandies would make a ridiculous figure pulling down the democracy of Pennsylvania, much more, we imagine, would the city-bred mechanic, who never, perhaps, was beyond the bor-

ders of a thickly settled country, in tracking the Indian through the wilds of Florida. As to the army being unqualified for such warfare, we appeal to facts, which have since become history, to establish the reverse.

I assert, in the most unqualified manner, that the regular army has never been defeated in any engagement in Florida. (The case of one hundred men, in time of peace, being surrounded by six times their number, and one third cut to pieces, as the first intimation of the enemy's presence, is no exception.) I further assert that, although the cavalry of four States, to say nothing of the Territorial militia, have taken the field, making a force equal to all the regular troops employed during the war; and that although these volunteers (with the exception of the Floridians, who, of course, are acclimated,) have invariably commenced and ended their terms of service during the winter campaign, thus giving them the incalculable advantage of sound health over troops who had been suffering from the complicated diseases, and debilitating effects of the summer months, especially injurious to men living in tents—I fearlessly assert, that the volunteers have never stood their ground in any one instance of a close contest. "Facts are stubborn things," and it is high time they should be known and remembered.

(No disparagement is here intended to our militia, as these truths can be accounted for on principles of right reason, and without unworthy imputations to them.)

So much for the captain's assumptions and assertions. The extreme and winning condescension with which he offers his services for the relief of the Government merits all praise. L.

COM. ELLIOTT AND DR. T. J. BOYD, U. S. N.

U. S. NAVAL HOSPITAL,

New York, March 20, 1839.

To the editor of the *Army and Navy Chronicle*.

It is proper that I should break the silence which I have hitherto observed in relation to the affair of Commodore Elliott and Passed Mid. Barton, to vindicate myself from the accusations made against me by the former, in a publication recently put forth in a Carlisle paper, of the 20th ultimo. In this, Com. Elliott alleges that I had other objects in view than those assigned in returning from the squadron in 1836; that my course of conduct changed when I got on this side of the Atlantic; that I joined a party of discontented officers, if possible to excite them to acts of disobedience towards him; and that the attitude I had assumed in the "matters pertaining to Passed Mid. Barton and myself seemed to call for the investigation of Government." This is a copy of a letter which Commodore Elliott appears to have written two years ago from the Mediterranean, to the Secretary of the Navy. As soon as I knew of its existence, I wrote to the honorable Secretary of the Navy, and earnestly requested the investigation which Commodore Elliott had suggested. His reply, dated March 14, 1839, was, that the Department did not consider it necessary to investigate the causes of my return to the United States.

There is not the slightest foundation in fact for these allegations. I never published, nor caused to be published, a single sentence on the subject; and to show how guarded my conversation has been since my return to the United States, I submit the following extract from a letter written to me by Dr. Barton, without intimation or request, after he saw the above publication:

"I read that letter with amazement; I was under the belief that you had practised reserve, habitually, concerning the transaction in question; a belief I still entertain. In all our frequent intercourse, on public duty, on boards of examination, and in the unreserved communication of my private circle, in my own house, from the period of my first seeing

you, just after your return from the Mediterranean, to the day I parted with you on the termination of the last medical board, I am quite certain you never, in the remotest degree, broached the subject of Commodore Elliott's treatment to Mid. Barton."

If I had felt the least disposition to criminate Commodore Elliott, it might be supposed that I would have indulged it with one whose relation to Mid. Barton afforded so tempting an opportunity. Commodore Elliott gives a very erroneous designation to the disease in my family, which caused my return; this may have been from misapprehension. Informed him, as duty required, that I should apply for a relief, in consequence of Mrs. Boyd's suffering from a nervous affection of a distressing character. My relief was granted at the instance of the late Commodore Rodgers, to whom I had written to procure it. Commodore Elliott, however, rendered every facility to further my wishes, and for this I thanked him. Our intercourse was courteous and civil, and we parted on good terms.

His removal of Mr. Barton from the Constitution, against my remonstrance, was not done as an act of offence to me, and I left it to be settled by the Department. My duty required me to protest. Commodore E., chose to meet the consequences, and remove him; he then became responsible to Government for any abuse attending the exercise of his power. The sufferer was an officer competent and determined to seek redress. My testimony would be the most important if the case were brought, as was expected, before a tribunal. I determined not to interfere in the newspaper statements of either party, so long as my conduct was not misrepresented. I had understood from report that Commodore Elliott imputed some of the paragraphs to me. I informed him by a message through Capt. Boerum that it was not the case; that I had no knowledge of them until I saw them in the papers. The Commodore writes in reply, only two weeks before publishing his letter of accusation:

"Your message by Capt. Boerum, I am glad to say, has removed the unpleasant impressions which existed on my mind in relation to a change of feeling on your part after leaving us with those of mutually a different kind."

I submit this statement to the public without comment.

THOMAS J. BOYD, M. D.

Surgeon U. S. Navy.

THE LATE CAPT. S. L. RUSSELL, U. S. A.

KEY BISCAYNE, E. F., March 1, 1839.

It becomes our painful duty to announce the death of a most estimable friend and fellow officer, Capt. S. L. RUSSELL, of the 2d regiment U. S. infantry.

Captain RUSSELL, on the 28th February, was proceeding in an open boat, on the Miami river, to Fort Dallas, with a portion of his company—while the other part of it was marching by land—when his boat was fired upon by Indians who were concealed on shore. Not a man was touched by the first fire of the Indians. So soon as the Captain was fired on, he ordered his men to pull for the shore, for the purpose of attacking the enemy. Being in the bow of the boat he was the first one to jump on shore, and he had given but a few brief orders to his men when he was pierced by five Indian bullets, one of which passed through his temple and his brain, and occasioned his instantaneous death.

Capt. RUSSELL entered the U. S. army when quite a youth. The greater part of his military life was passed on the northern frontier, in which section of the country, wherever he was known, he was universally respected and beloved. Indeed, we have rarely known a gentleman, the traits of whose character were better calculated to win not only the esteem, but the warm and affectionate regard of his acquaintances, than were those of the deceased. As a

soldier, Capt. RUSSELL was, in truth, a model worthy the imitation of all young officers. He possessed a courage of the most exalted order. Accurately, thoroughly, and intelligently conversant with his military duties, he discharged them in the most prompt, energetic, and conscientiously faithful and correct manner. RUSSELL possessed too noble a nature to be satisfied with obeying the mere letter, but he applied all his energies, both mental and physical, to the attainment of what he considered the objects of an order. While the usefulness of the military service and the interest of his country were ever before his mind's eye, and while he ever exacted a strict attention to duty from those under his command, he yet treated them with a kindness truly parental, and always watched over their welfare and their rights with the most zealous care. Another admirable feature in the military character of Captain RUSSELL was the cheerfulness, the alacrity, and the uncomplaining spirit with which he performed every duty, how irksome or arduous soever it might be.

Captain RUSSELL was not less worthy of admiration as a man than he was as a soldier. He was eminently pious, but he was too liberal-minded and intelligent to possess the least tincture of bigotry. He was ever the mild, unobtrusive, and courteous gentleman. Though his own conduct was ever governed by principles of the purest and loftiest integrity, and of the most scrupulous honor, yet, so kind and charitable was his nature, that he viewed the faults of others rather in "sorrow than in anger." Indeed, among the many lovely traits which irradiated the character of Captain RUSSELL, not the least beautiful or prominent was his kindness to the erring, and his desire to reclaim them rather by gentle admonition, and the silent but powerful influence of his own bright example, than by stern rebuke. The Captain was remarkable for the strength and constancy of his attachments. It may well be said of him that those whom he made his friends he "grappled to his bosom with hooks of steel." In short, so pure was the heart, so stainless was the honor, so high the bravery, so sound the intellect, and so warm the affections of this noble gentleman, that we cannot imagine a being so depraved as not to love his character, and to revere his memory. And though he has paid the great debt of nature, though he has fallen as it becomes a gallant and chivalric soldier to fall—yet it were vain to apply the dogmas of the schools, and say that regret is useless. Our gallant and beloved comrade—I had almost said our brother—is gone; but so long as there beats a heart of those who knew him, just so long will his many and rare virtues be enshrined in the memory, and at the name of RUSSELL the tear of regret for his melancholy fate will start unbidden to the eye!

If this be, as it is, but a faint transcript of the feelings of those who can call themselves by no dearer title than that of friends to the deceased, what must be those of his immediate family! How will that interesting and amiable lady, whose lone and bereaved condition must excite the tenderest sympathy of the most callous—and who loved him with a love scarcely of this earth, which love was reciprocated to the fullest extent, as it richly merited to be—how will she bear up under this terrible blow? But let us not disturb the sanctity of grief so hallowed. May He, who "tempers the wind to the shorn lamb," and who comforteth the widow and the fatherless, sustain with His powerful arm, in this awful crisis, those gentle beings whose happiness, not to say existence, was wrapped up in that of our deceased friend!

J.

We are called upon to lament the death of another officer in Florida, killed in an action with the Seminoles on the banks of the Miami river, near Fort Dallas, Key Biscayne,

Captain S. L. RUSSELL, of the 2d reg't U. S. inf. On his passage down the river with his company, Feb. 28th, 1839, he was fired upon by a large party of Indians, and while landing his men and forming them for action, he received three balls, one of which pierced his brain and instantly deprived him of life. He has left a widow and children to mourn their untimely loss.

Although the catalogue of officers who have fallen in Florida since the outbreak of the present Seminole war be a long and mournful one, there is not, perhaps, a name upon it that may call more afflicting recollections than that of Captain RUSSELL. Higher rank, longer service, or a more embellished fame, may have given to some a larger celebrity before the public eye; but where Capt. RUSSELL was intimately known, where his eminent virtues could be rightly appreciated, a value was set upon his character, which might be envied by the most favored votaries of Fame. Rich in intellectual endowments, mature in his professional experience, mild and patriarchal in his mode of government, but energetic, prompt and judicious in the exercise of command, he brought into the service of his country traits and powers which, to be thus sacrificed, is, to that service, no common detriment.

But to this rare confluence of high and valuable attributes, there is yet another to be added, of crowning worth: a sincere, zealous, and consistent piety. He was one among that small class of officers who, by taking up the Cross of Christ as the emblem of their faith and guide of their life, go far to redeem our profession from the imputation so often cast upon it, of an abandonment of all religious spirit and observance. In this light, the character of Captain RUSSELL shone in its most lovely aspect. Being placed, by his rank, in official authority over his men, he felt that his trust was but half discharged while he confined his attention solely to his official relations. He believed that a captain, at the head of his company, was invested not only with military but with moral responsibilities which, in all respects, were co-extensive with his moral influence. He felt that influence to be large, in his own little community, and he failed not to answer the demands of conscience by bestowing a good portion of his time and interest for the moral and religious improvement of his men. They soon learned to realize the advantages of their lot, and returned to their faithful commander a full guerdon of affection and gratitude. Though in Florida, they felt not, as some do feel, that they were in a region of utter heathenism, for the sabbath day was, with their Captain (when not contravened by his military superiors) always "kept holy." The privilege of rest for one day in seven, and of worshipping God, in that His appointed time—a privilege claimed and cherished in every department of civil life, from the halls of Congress to the hut of the peasant—was not denied to them.

This bereavement, so sudden and so afflictive to the company, was felt, by each individual of it, as a private loss. It will long be as a veil of sadness to them, shrouding their spirits in gloom, heavy and enduring.

But if such be the effects produced by his death on hearts so remotely related to him, what must be the weight of tribulation which the tidings will bear to the circle of his fondest affections—the endearing precincts of home? But over that solemn scene, it befits us rather to draw the veil. Silence and sympathy will speak the rest.

His example, however, is left us; and by its benign influence he still lives and acts, though his mortal part has perished. His spirit, released from her earthly tabernacle, has been wafted to the bosom of that Saviour to whom he gave himself, and in whose righteousness alone he trusted.

J. R. V.

## LAWS OF THE UNITED STATES.

[PUBLIC—No. 38.]

AN ACT making appropriations for the naval service for the year one thousand eight hundred and thirty-nine.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the following sums be appropriated for the naval service, for the year one thousand eight hundred and thirty-nine, in addition to the unexpended balances of former appropriations, viz:

For the pay of commissioned, warrant, and petty officers, and of seamen, two millions three hundred and forty-two thousand six hundred and twenty-five dollars and sixty-four cents.

For pay of superintendents, naval constructors, and all the civil establishments at the several yards, forty-four thousand dollars.

For provisions, six hundred thousand dollars.

For repairs of vessels in ordinary, and the repairs and wear and tear of vessels in commission, one million dollars.

For medicines and surgical instruments, hospital stores, and other expenses on account of the sick, seventy-five thousand dollars.

For improvement and necessary repairs of the navy yard at Portsmouth, N. H., thirty thousand dollars.

For improvement and necessary repairs of the navy yard at Charlestown, Massachusetts, twenty-six thousand dollars.

For improvement and necessary repairs of the navy yard at Brooklyn, New York, seven thousand five hundred dollars.

For improvement and necessary repairs at the navy yard at Philadelphia, Pa., eight thousand dollars.

For improvement and necessary repairs at the navy yard at Washington, twenty-six thousand dollars.

For improvement and necessary repairs of the navy yard at Gosport, Virginia, sixty-four thousand dollars.

For improvement and necessary repairs of the navy yard near Pensacola, twenty-five thousand dollars.

For ordnance and ordnance stores, sixty-five thousand dollars.

For defraying the expenses that may accrue for the following purposes, viz: for the freight and transportation of materials and stores of every description; for wharfage and dockage; storage and rent; travelling expenses of officers and transportation of seamen; house rent for pursers when attached to yards and stations where no house is provided; for funeral expenses; for commissions, clerk hire, office rent, stationery, and fuel to navy agents; for premiums and incidental expenses of recruiting; for apprehending deserters; for compensation to judge advocates; for per diem allowance to persons attending courts martial and courts of inquiry; for printing and stationery of every description, and for working the lithographic press; and for books, maps, charts, mathematical and nautical instruments, chronometers, models, and drawings; for the purchase and repair of fire engines and machinery, and for the repair of steam engines in navy yards; for the purchase and maintenance of oxen and horses, and for carts, timber wheels, and workmen's tools of every description; for postage of letters on public service; for pilotage and towing ships of war; for taxes and assessments on public property; for assistance rendered to vessels in distress; for incidental labor at navy yards, not applicable to any other appropriation; for coal and other fuel, and for candles and oil for the use of navy yards and shore stations; for repairs of magazines or powder houses; and for no other purpose whatever, four hundred and fifty-four thousand dollars.

For contingent expenses for objects not herein before enumerated, three thousand dollars.

For pay of the officers, non-commissioned officers, musicians, and privates, and subsistence of the officers of the marine corps, one hundred and seventy-four thousand three hundred dollars.

For the provisions of the non-commissioned officers, musicians, and privates serving on shore, servants, and washerwomen, forty-five thousand and fifty dollars.

For clothing, forty-three thousand six hundred and sixty dollars.

For fuel, sixteen thousand two hundred and seventy dollars.

For keeping the present barracks in repair until new ones can be erected, and for the rent of temporary barracks at New York, ten thousand dollars.

For the transportation of officers, non-commissioned officers, musicians, and privates, and expenses of recruiting, six thousand dollars.

For medicines, hospital stores, surgical instruments, and pay of matron, four thousand one hundred and thirty-nine dollars.

For contingent expenses of said corps, freight, ferrage, toll, wharfage, and cartage, per diem allowance for attending courts of inquiry, compensation to judge advocates, house rent where there are no public quarters assigned, incidental labor in the quartermaster's department, expenses of burying deceased persons belonging to the marine corps, printing, stationery, forage, postage on public letters, expenses in pursuing deserters; candles and oil for the different stations, straw for the men, barrack furniture, bed-sacks, spades, axes, shovels, picks, and carpenter's tools, seventeen thousand, nine hundred and seventy-seven dollars.

For military stores, pay of armorers, keeping arms in repair, drums, fife, flags, accoutrements, and ordnance stores, two thousand dollars.

For completing the hospital at New York, twenty thousand dollars.

For conveying Schuylkill water to the naval asylum at Philadelphia, and for all necessary repairs, nine thousand seven hundred and sixty dollars.

For current expenses of the hospital and its dependencies near Norfolk, one thousand five hundred dollars.

For completing the hospital buildings at Pensacola, and building a wharf for landing the sick, four thousand dollars.

Sec. 2. *And be it further enacted,* That it shall be the duty of the Secretary of the Navy, under the direction of the President, to make preparations for, and to commence, the construction of three steam vessels of war, on such models as shall be most approved, according to the best advices they can obtain, or to complete the construction of one such vessel of war, upon a model approved, as in the opinion of the President shall be best for the public interest, and most conformable to the demands of the public service; and that to enable the Department to carry into effect this requirement, a part of the sum already appropriated for the gradual improvement of the navy, equal to the sum of three hundred and thirty thousand dollars, shall be, and is hereby, directed to be subject to the disposition of the Department for this object, in case that amount can be diverted from that appropriation without a violation of existing contracts; and if that cannot be done consistently with the rights of contractors and the public interests, then so much of the said sum of three hundred and thirty thousand dollars as can be so diverted to this object, from the appropriation referred to, shall be subject to the disposition of the Secretary of the Navy for this purpose, and the residue of the said sum of three hundred and thirty thousand dollars shall be, and the same is hereby, appropriated, and shall be paid, out of any money in the Treasury not otherwise appropriated; and the said sum of three hundred and thirty thousand dollars, to be expended in the manner in this section prescribed, shall be in addition to any materials now on hand, applicable to the construction of the said steam vessels of war.

APPROVED, March 3, 1839.

## DOMESTIC INTELLIGENCE.

## FLORIDA WAR.

From the Savannah Georgian, March 16.

GAREY'S FERRY, March 13, 1839.

MY DEAR SIR: By advices received from the south, we have the melancholy intelligence of the death of Capt. SAMUEL L. RUSSELL, of the 2d July: a gallant officer, God's noblest work, an honest man, and a sincere Christian; he deserved and enjoyed the esteem and love of all who knew him. He was descending the Miami river on the 28th ultimo, on his way to Fort Dallas, with a part of his company in open boats; the savages, in ambush on the river bank, waited until he arrived within gun shot, when the boats received a volley from the Indians, who

being on an eminence, fired over them and no one was injured. Captain R immediately struck for the opposite shore, and on reaching it leaped out on the ground, and turning round to address a few words to his men, was immediately fired at by several rifles, three of which took effect, two in his body, and one just above the temple, producing instantaneous death.

Lieut. Woodruff, Capt. R's subaltern, who was some distance behind, heard the firing, and, hastening to the succor of his Captain, engaged the Indians for nearly an hour, when he forced them to retreat. He then collected his boats, and having obtained possession of his Captain's body, proceeded to Fort Dallas. The Indians were pursued, but, as usual, their perfect knowledge of the country enabled them to escape. Captain Russell was clad in the undress uniform of the infantry, and it was to this that we may probably attribute his death, as but one of the company besides himself was touched. The loss of the Indians was not known, their number was much greater than has fought us together for a long while. The remains of Capt. R. were interred with military honors on the 1st inst. By intelligence received from the interior, we learn that Major Noel's wound has since proved mortal, and thus are we compelled at the same time to mourn the loss of two brave and efficient officers, and to acknowledge that "in the midst of life we are in death."

*From the New Orleans Picayune, March 9.*

**SEVENTH REGIMENT U. S. INFANTRY.**—This veteran regiment is now in our city, on its way to Florida. For the last twenty years it has been stationed in Arkansas, and we have been informed by a gentleman attached, that some of the officers have never left that wild region during the whole time, and have never even seen a rail road or canal. This regiment was with General Jackson when he put an end to the old Seminole war, and we sincerely hope it may be instrumental in bringing about the result on this campaign.

As many errors have appeared in the names of the officers attached, we republish the following:

- Lt. Col. W. Whistler, commanding,
- Major J. S. McIntosh,
- Lt. R. C. Gatlin, Adjutant,
- Lt. G. R. Paul, A. A. Q. M. and Commissary,
- Ass't Surgeons Mills, Moore, and Suter,
- Comp'y A. Capt. Rains, Lt. Shepherd.
- B. Lt. W. K. Hanson, com'g.
- C. Capt. Holmes and Lt. J. S. Sanderson.
- D. Lt. C. Hanson, com'g.
- E. Lt. R. F. Baker, com'g.
- G. Capt. W. Seawell, com'g.
- H. Capt. E. S. Hawkins, com'g.
- I. Capt. S. W. Moore, com'g.
- K. Lt. D. P. Whiting, com'g.

*Office of the News,*

ST. AUGUSTINE, March 13, 1839.

**FROM TAMPA BAY.**—About the 1st inst., Gen. Taylor shipped 250 Indians, consisting of 65 warriors, women, children and negroes, westward. The women were very reluctant to go, and upbraided the men with cowardice, in refusing to die upon their native soil. The vessel departed amid their lamentations and taunts, and reproaches upon the conduct of their warriors. Among the negroes is Abraham, well known as an interpreter and a wily and treacherous rascal.

By the steamer Santee, Captain Poinsett, from the southern posts, we learn that the troops are all well. No demonstrations of the enemy since the affair at Miami, and that Lieut. Mackall is rapidly recovering.

Gen. Taylor has secured the above amount of Indians with but little noise—and their shipment is the first intelligence received by us even of their capture.

By the revenue cutter Jefferson, arrived at this port yesterday, having left Cape Florida on the 11th instant, we learn that an expedition from Cape Florida, consisting of the troops under Major Churchill, the boats and seamen of the U. S. schr. Wave, the revenue cutter Campbell, and steamboat Isis, started on the night of the 10th inst. to scour the country between Cape Florida and New river. The troops were to go by land, and the boats to penetrate the bays and ratones along the coast.—*Balt. American.*

*Correspondence of the Baltimore Patriot.*

U. S. SCHOONER WAVE.

Key Biscayne, March 9, 1839.

SIR: I enclose you for publication a list of the officers attached to the U. S. schrs. Wave and Olsego.

U. S. SCHOONER WAVE.

John T. McLaughlin, Lt. Commandant.

John Contee, Jr., 1st Lieutenant.

R. C. Coghill, 2d Lieut. of the Wave.

C. R. Howard, 3d do do

H. D. Talarico, Assistant Surgeon.

John W. Marshall, Captain's Clerk.

U. S. SCHOONER OTSEGO.

E. T. Shubrick, Lieutenant Commanding.

Geo. M. Conneys, Midshipman.

Officers and crew all well.

**LATEST FROM MAINE.**—Dates from Augusta are up to Wednesday the 20th inst. The most important news is the determination of the Maine House of Representatives to persist in maintaining a billigerent attitude.

Sir John Harvey's communications to General Scott intimate a disposition to withdraw the British troops to the South of the St. Johns.

It is said that Gov. Fairfield has not communicated any thing definite in reply to the letter of Sir John Harvey, but awaits the action of the Legislature upon the subjects of his message.

Gen. Scott remains at the Augusta House.

Three fourths of all the timber cut by the trespassers is on the north side of the St. John's, on which the British have exclusive possession. It can easily be run into the province on the breaking up of the ice.

In view of the attitude assumed by the Maine House, the aspect of affairs is not so pacific as it was a few days ago. It is safe, however, to infer, that there need be no apprehension of any immediate collision of the forces of the two belligerents. Things will remain quiet for the present; though we by no means think that the probabilities of a war, finally, are at all lessened. The next news from England will probably enable us to determine certainly on that point.—*Philadelphia Ledger.*

**FROM MAINE.**—We have seen an extract from a letter written at Augusta on the 16th, which contains this gratifying passage:—

"Gen. Scott has received a letter from Sir John Harvey, which does honor to the head and heart of the writer. If the British ministry meet the question in the same spirit, our friendly relations need not be interrupted."

We have only to add that the letter which we have seen, is from one who knows, and that the sentiment expressed in the extract may be considered as the sentiment of General Scott himself.—*New York Com. Adv.*

**THE MEDITERRANEAN SQUADRON.**—Letters have been received in the city, dated on board the Ohio, 25th December last, when that vessel was within one day's sail of Gibraltar. They state that an assistant of the fleet surgeon, Dr. VAN WYCK, fell on the deck in a fit of apoplexy, the morning after leaving this port, and that at the time of writing, he had only so far recovered as to be able to articulate the

monosyllable, no. We have been requested to give publicity to this unfortunate occurrence, for the information of Dr. Van Wyck's father, who, it is feared, may not have received the letter written to him concerning it, from on board the Ohio. The cause of it, it is added, may be in part ascribed to the orlop deck arrangement, for the Dr. slept in the orlop, near the pump-wells, and the air was excessively bad. The lieutenant of the watch had one night fallen on the deck, and badly fractured his leg.

The letters in question give a horrid account of what they term their "prison-ship," and say "it grows worse and worse."—*New York Courier.*

*From the Globe.*

Extract from the report of Capt. JOSEPH SMITH, of the United States ship Ohio, dated 25th of December, 1838, and transmitted to the Department by Com. ISAAC HULL, commanding United States naval forces in the Mediterranean.

"Of the state and condition of the ship's company, I am happy to say, that perfect harmony and subordination exist, and a zeal to do their duty, each in his proper sphere, is apparent in all ranks. The officers, generally, are intelligent and competent, and evince a disposition to exert themselves to make the ship what it is desirable she should be. The men are well behaved and subordinate, and with but few exceptions, are efficient.

"The ship accommodates her officers and crew as well as ships of her class can, as far as I am able to judge. I have, with Commander Stockton, made inquiry of the officers occupying rooms on the orlop deck, as to their convenience and comfort, and they stated that their apartments had been quite comfortable, and much more so than they had expected to find them.

"Thus far that deck has proved extremely comfortable to all whose berths are there, and much more so, in my opinion, than any other deck could have been made, for all its occupants. The consumption of oil and candles is an objection here, as it is in all ships below, but certainly not more so in this than in any other ship.

"The orlop deck can be, and has been, kept clean and dry, and well ventilated by windsails, and I have perceived no ill effects, and, as far as I have learned, I believe no instance of ill-health is attributable to, or exists in consequence of, sleeping or messing on that deck."

The sloop of war Concord is now ready for a cruise—with one trifling exception. *There are no men attached to her*—and there probably will be none for some time to come. The Constitution has been detained for some time at Norfolk for want of seamen—and all that could be procured at either of the rendezvous has been sent to Norfolk to man that frigate. There are now three sloops of war waiting for crews, viz: the Concord at Charlestown, the St. Louis at New York, and the Warren \* at Norfolk. It is also said that the frigate Brandywine is ordered to be fitted out with despatch.—*Boston Mercantile Journal.*

\* The Warren has sailed for the W. Indies.—*Ed. A. & N. C.*

The schooner Helen Mar, from Boston, arrived at Bath, 16th, with six brass 12 pound cannon, for the U. S. Arsenal at Augusta.

*Correspondence of the Journal of Commerce.*

GUAYAMA, Feb. 19, 1839.—The U. S. ship Natchez, Capt. Page, arrived here on the 13th inst. from St. Thomas, the officers and crew all in good health, and left on the 16th at night for Ponce.

The reception Capt. Page gave to the Authorities here was highly gratifying to them, and I think his visit here (being the first U. S. ship of war ever in this port) will be very beneficial to our commerce with this place.

FROM SOUTH AMERICA.—Captain Kempton of the Wm. C. Nye, from Rio Janeiro, which port she left on the 1st of February, was informed the night he sailed by an American gentleman, that news had just reached that place which was generally believed, that the French squadron had commenced the bombardment of Buenos Ayres.—*N. Y. Gazette.*

RAISING THE MEXICAN BLOCKADE.—The circular of Admiral Baudin, notifying to the different Consuls at Vera Cruz, the raising of the blockade of several of the Mexican ports, leaves no doubt the ports thus favored are in the hands of Urrea and his party.

(CIRCULAR.)

FRIGATE NEREIDE.

Anton Lizardo, Feb. 17, 1839.

Sir: In the present contest between Mexico and France, the Government of his Majesty never had, and never will have, any other desire than to insure justice and protection to Frenchmen. That justice and protection seem to exist at present in the portion of the Mexican States which have declared in favor of the Federal Constitution, comprehending the ports of Metamoras, Tampico, Soto la Marina and Tuxpan, and I have raised the blockade of said ports to show that France is not hostile to those who are not hostile to her.

I have the honor, Sir, to request of you to communicate to the captains of vessels of your nation the assurance that no obstacle is interposed to their trade by the French cruisers in that part of the coast of the Gulf of Mexico, comprehended between the river Teocolata, and the bar of Santiago, North of the river Bravo.

Should a change of circumstances oblige me to renew the blockade on any part of the coast, it will be announced with the same formalities and delays as the former.

I have the honor to be, &c.

The Rear Admiral, commanding the naval forces of France, in the Gulf of Mexico.

CHARLES BAUDIN.

NEW CONTINENT IN THE SOUTH SEA.—THE FRENCH EXPLORING EXPEDITION.—Capt. Pendleton, of the whale ship Caledonian, recently arrived at Stonington, reports having met at Talekshana, with Commodore D'Urville's French Exploring Expedition. The new continent the Commodore spoke of discovering in S. lat. 60, Capt. Pendleton has no doubt is Palmer's Land, discovered by the Americans in 1820-21. Com. D'Urville told him—

"The briny pyramidal shower from the blows of those levithans of the deep, were continually in view during daylight, in every direction, and were constantly so near, and around the corvettes, that ever and anon could be heard the sounding roar of those giants of the ocean, breaking through their spoutings to obtain their respiration."

The crews of the French squadron, from the bad construction of the vessels, suffered greatly from the scurvy.

## MILITARY INTELLIGENCE.

FORT HEILEMAN, FLA., March 8, 1839.

2d Dragoons.—Lieut. Col. Harney has returned from Washington, and relieved Major Fauntleroy in command of the regiment; head-quarters removed from Newnansville to Fort Heileman. "B" (Capt. Fulton) has returned from the south, and is now engaged scouring the country round Fort Galling; "G" (Capt. Howe's) withdrawn from Forts King and Micanopy, and ordered to replace "I" at Newnansville; "I" (B. L. Beall's) under orders for St. Marks, Middle Fl.

The foregoing includes all the changes of any moment since my last. Captain Miles, A. Q. M., arrived at Fort Heileman on the 28th ult., and has been placed on temporary duty till the arrival of Col. Cross, now at

Tampa. Capt. Lloyd Beall's company of Dragoons, it is expected, will shortly return from the Okfuskeee District, as a regiment of militia is about being mustered into service.

March 10.—Major Churchill's and Capt. Vinton's reports have just been received, announcing the melancholy intelligence that Capt. S. L. Russell, 2d Infantry, had lost his life on the 20th ult., having encountered a party of Indians two miles and a half from Fort Dallas, (Key Biscayne,) while ascending the Miami river with a detachment of his company. It appears from the report of Lieut. Woodruff, who commanded a detachment proceeding in a course parallel with the river, that on hearing the report of several rifles he hastened his movements in the direction of the firing, and on reaching the river bank saw a party of from 40 to 50 of the

enemy firing into the boats; his captain fell at the first fire, pierced with three balls, in the act of leading his men forward. The attack continued for upwards of an hour, when the Indians were driven off. It is gratifying to hear that no property of any description fell into the enemy's hands.

Information has also been received of the death of two men of "K" company, 3d artillery, while engaged in chopping wood (for steamboats) near Fort Lauderdale, New river, being surrounded by several Indians, and fired on while at work. General Taylor is now at Miccosukee, where he arrived on the 9th inst., engaged in laying off the country into districts for the purpose of forming an organized military occupation as far south as the Withlacoochee.

## LIST OF OFFICERS NOW IN THE ARMY WHO WERE BREVETTED DURING THE LATE WAR.

Name and present rank in the Army.	State where from	Bvt. rank conferred and date of commission.	Remarks.
1812.			
Bvt Brig Gen Z. Taylor, Col 1 inf	Ky.	Major 5 Sept	Gallant conduct in the defence of Fort Harrison.
Paymaster Gen N Towson,	Md.	Major 5 Oct	" For capturing the enemy's brig Caledonia, under the guns of Fort Erie."
1813.			
Bvt B G J R Fenwick, Col 4 art	S. C.	Col 19 Mar	Gallant conduct—Niagara Frontier.
Col J G Totten, Corps of Eng's	Conn	Maj 6 June	Meritorious services.
Col Gen Croghan, Inspector Gen	Ky.	Lt Cl 2 Aug	Gallant conduct in defeating the enemy at Fort Sandusky.
Bvt Brig Gen A Eustis, Col 1 art	Mass.	Lt Cl 10 Sept	Meritorious services. [U. C.]
Bvt Col J B Walbach, Lt Col 1 art	Penn.	Maj 11 Nov	Gallant conduct—battle of Cryslers Farm, St. Lawrence.
Lt Col I B Crane,	2 art N. J.	Maj 13 Nov	" Meritorious services and general good conduct in said army."
1814.			
Lt Col H Whiting, D Q M Gen	Mass.	Capt 17 Mar	" For meritorious services."
Bvt M G T S Jesup, Q M Gen	Ohio.	Lt Cl 5 July	" For distinguished and meritorious services in the battle of Chippewa."
Paym'r Gen N Towson, (2d bvt)	Md.	Lt Cl 5 July	" For distinguished and gallant conduct in the conflict of Chippewa."
Bvt B G R Jones, Col & Adj't Gen	Va.	Maj 5 July	" For distinguished services in the conflict of Chippewa."
Col W J Worth,	8 inf N. Y.	Capt 5 July	" For his gallant and distinguished conduct on the fifth of July, in the battle of Chippewa."
Bvt Maj Gen W Scott, Brig Gen	Va.	M G 25 July	" For his distinguished services in the successive conflicts of Chippewa and Niagara, and for his uniform gallantry and good conduct as an officer in said army."
Bvt Maj Gen T S Jesup, (2d bvt)	Ohio.	Col 25 July	" For gallant conduct and distinguished skill in the battle of Niagara."
Lt Col S Burbank,	6 inf Mass.	Maj 25 July	" Being for his gallantry and good conduct in the conflict at Niagara."
Col W J Worth, (2d bvt)	N. Y.	Maj 26 July	" Being the day of the battle of Niagara, in which Captain Worth was distinguished by his gallantry & good conduct."
Lt Col N S Clarke,	8 inf Conn.	Capt 25 July	" For his gallantry and good conduct in battle of Niagara."
Paymaster D Fraser,	N. Y.	Capt 25 July	Gallant conduct—battle of Niagara.
Bvt Maj Gen E P Gaines, B Gen	Tenn.	M G 15 Aug	" For his gallantry and good conduct in defeating the enemy at Fort Erie."
Bvt B Gen G M Brooke, Col 5 inf	Va.	Lt Cl 15 Aug	Gallant conduct in the defence of Fort Erie.
Lt Col A C W Fanning,	4 art Mass.	Maj 15 Aug	Gallant conduct in the defence of Fort Erie.
Bvt Col W S Foster, Lt Col 4 inf	N. H.	Maj 15 Aug	Gallant conduct in the defence of Fort Erie.
Bvt Maj R A Zantzinger, Capt 2 art	Penn.	Capt 15 Aug	Gallant conduct in the defence of Fort Erie.
Bvt Maj R M Kirby,	Capt 1 art Conn.	1 Lt 15 Aug	" For his gallantry and good conduct during the siege of Fort Erie."
Paymaster B F Larned,	Mass.	1 Lt 15 Aug	Gallant conduct in the defence of Fort Erie.
Maj Gen Alexander Macomb,	N. Y.	M G 11 Sep	" Distinguished and gallant conduct in defeating the enemy at Plattsburgh."
Bvt B G John E Wool, Insp'r Gen	N. Y.	Lt Cl 11 Sep	Gallant conduct—battle of Plattsburgh.
Col J G Totten, (2d bvt)	Conn.	Lt Cl 11 Sep	Gallant conduct—battle of Plattsburgh.
Lt Col R E DeRussy, Corps Eng	N. Y.	Capt 11 Sep	Gallant conduct—battle of Plattsburgh.
Bvt B G Geo M Brooke, (2d bvt)	Va.	Col 17 Sep	" Distinguished and meritorious services in the sortie from Fort Erie."
Bvt B Gen Roger Jones, (2d bvt)	Va.	Lt Cl 17 Sep	" Being the day of the sortie from Fort Erie, in which Maj. Jones was distinguished by his gallantry & good conduct."
Paymaster Donald Fraser, (2d bvt)	N. Y.	Maj 17 Sep	Gallant conduct—sortie from Fort Erie.
Bvt Major R M Kirby, (2d bvt)	Conn.	Capt 17 Sep	" For his gallantry and good conduct in the sortie from Fort Erie."
Lt Col J B Brant,	D Q M Gen Conn.	1 Lt 17 Sep	Gallant conduct—sortie from Fort Erie.
Col Geo Bomford,	Ordnance N. Y.	Lt Cl 22 Dec	Meritorious services in the ordnance department.
1815.			
Bvt Col S Thayer, Lt Col Corps E	Mass.	Maj 20 Feb	" Distinguished and meritorious services" at Norfolk.
Bvt Col J B Walbach, Lt Col 1 art	Penn.	Lt Cl 1 May	Meritorious services.



## ORDNANCE DEPARTMENT.

**Colonel.**  
George Boniford, Ordnance Office, Washington city.  
**Lieutenant Colonel.**  
George Talcott, Albany, New York.

**Majors.**  
H. K. Craig, Allegheny arsenal, Pittsburgh, Pa.  
R. L. Baker, Watervliet arsenal, West Troy, N. Y.  
M. P. Lomax, Watertown arsenal, Watertown Mass.  
J. W. Ripley, Keenebeck arsenal, Augusta, Me.

**Captains.**  
J. Symington, St. Louis arsenal, St. Louis, Mo.  
W. H. Bell, Washington arsenal, Washington, D. C.  
E. Harding, Augusta arsenal, Augusta, Geo.  
A. Mordecai, Ordnance office, Washington city.  
Benj. Hager, Fort Monroe arsenal, Fort Monroe, Va.  
J. A. J. Bradford, North Carolina arsenal, Fayetteville,  
G. D. Ramsay, Frankford arsenal, Frankford, Pa.  
J. A. d'Agac, N. York Depot, Governor's island, N. Y.  
W. Maynadier, Pikesville arsenal, Pikesville, Md.  
W. A. Thornton, Mount Vernon arsenal, M. Vernon, Ala.

**First Lieutenants.**  
John Williamson, Apalachicola arsenal, Chattahoochee, Florida.

R. H. K. Whiteley, Washington arsenal, D. C.  
R. E. Temple, Baton Rouge arsenal, Louisiana.  
George H. Talcott, Watervliet arsenal, West Troy, New York.

John F. Lee, Little Rock arsenal, Arkansas.  
James M. Morgan, Allegheny arsenal, Pittsburgh, Pa.

**Second Lieutenants.**  
L. A. B. Walbach, Fort Brooke, Tampa Bay, Fla.  
Peter V. Hagar, Fort Monroe arsenal, Virginia.  
R. A. Wainwright, Watervliet arsenal, West Troy, New York.

Alexander B. Dyer, Liberty Depot, Liberty, Mo.  
Alex. H. Dearborn, St. Louis arsenal, St. Louis, Mo.  
I. T. Metcalf, Garzey's Ferry Depot, Fla.

## CORPS OF TOPOGRAPHICAL ENGINEERS.

**Colonel.**  
John J. Abert, In charge of Bureau at Washington.  
**Lieutenant Colonel.**  
James Kearney, Member of Board for examination of Lake harbors.

**Majors.**  
Stephen H. Long, Construction Western and Atlantic rail road.  
Hartman Bache, Rebuilding light house on Brandy-wine shoal.

James D. Graham, At present on a Court of Inquiry at St. Louis.

William Turnbull, Construction Potomac Aqueduct.

**Captains.**  
William H. Swift, Harbor improvements on Long Island sound.

Win. G. Williams, Construction of harbors, Lake Erie.  
Augustus Canfield, Survey of old Fort Oswego.

Campbell Graham, Improvements harbor of Mobile.  
W. B. Gaion, With army in Florida.

George W. Hughes, Elkridge and Annapolis rail road.  
Thomas J. Cram, Not yet assigned to duty.

John McClellan, Improvement Core Sound and New river, N. C.

Washington Hood, Assistant to Colonel Abert.  
John Mackay, With army in Florida.

**First Lieutenants.**  
Howard Stansbury, Constructing roads in Wisconsin.  
Thomas B. Linnard, Improvement harbor of Whitehall, N. Y.

Joseph E. Johnston, On duty with Gen. Scott.  
Thomas J. Lee, Not yet assigned to duty.

A. A. Humphreys, Assistant to Captain Canfield.  
Wm. H. Emory, Assistant to Major Bache.

John N. Maccomb, Construction of roads in Florida.  
J. H. Simpson, Assistant to Captain Williams.

J. E. Blake, With army in Florida.  
A. P. Allen, Assistant to Major Bache.

**Second Lieutenants.**  
Lorenzo Sitgreaves, Constructing roads in Florida.  
W. H. Warner, Improvement harbor of New Bedford, Mass.

J. C. Woodruff, Assistant to Captain Williams.  
J. W. Gunnison, With army in Florida.  
E. P. Scanmon, Assistant to Captain Canfield.  
R. McLane, Constructing roads in Florida.  
C. N. Hagner, Assistant to Lieut. Stansbury.

W. R. Palmer, On duty with Gen. Scott.  
C. Fremont, Geographical Expedition, western country.  
Joseph D. Webster, Assistant to Lieut. Stansbury.

## ARMY.

## OFFICIAL.

GEN. ORDERS, No. 23, Mar. 22.—Bvt. Major Stanfield, of the 8th inf., senior captain serving with his regiment, is assigned to duty according to his brevet rank, during the absence of the Lieut. Col., as superintendent of the general recruiting service.

## SPECIAL ORDERS.

No. 16, March 20.—Leave for six months from April 1, to Capt. J. Page, 4th inf., at the expiration of which he will join his company.

No. 17, Mar. 21.—2d Lieut. J. T. Sprague, 8th inf., to report to Major Gen. Macomb. First Lieut. E. W. Morgan, 2d arty., relieved from recruiting service, leave granted until April 20, when he will join his company.

## RESIGNATION.

Richard Bennett, 1st Lieut. 1st infantry, March 13.

## TRANSFER.

2d Lieut. Geo. Deas, from 5th inf., to 1st dragoons.

## RECRUITING SERVICE.

3d Infantry.—A detachment of 110 recruits, under the command of Captain Bonnell, destined to reinforce the battalion of the 3d infantry, stationed at Fort Towson, Ark., sailed from New York on the 20th March, for New Orleans, in the ship Republican. After performing this duty, Capt. B. will join his regiment.

## RENDEZVOUS ESTABLISHED.

New Haven, Conn. for General Service under 1st Lieut. Wade, 3d arty.

Itasca, N. Y., for 8th inf., under 2d Lt. Biell, 8th inf.

Mobile, Ala., for 6th inf., under ——— 6th inf.

## RENDEZVOUS DISCONTINUED.

Winchester, Va. Fayetteville, N. C.

## NAVY.

## ORDERS.

Mar. 22.—Comm'r. H. Paulding, relieved in command of ship Levant, by Comm'r. J. Smeat, now of the Erie; and the latter in command of the Erie, by Comm'r. W. V. Taylor, ordered from Newport to Pensacola.

21—P. Mid. W. M. E. Adams, and F. E. Barry, W. I. squadron.

Ass't. Sur. E. J. Rutter, schooner Grampus.  
Acting Mid. H. N. T. Arnold, W. W. Roberts, frigate Constitution.

23—Ass't. Surgeons Geo. Mansby and W. Grier, ship Ohio, Mediterranean.

Mid. W. H. Adams, Naval school, Norfolk.

U. S. VESSELS OF WAR REPORTED.

BRAZIL SQUADRON.—Ship Independence, Commodore Nicolson, sailed from Rio Janeiro, Jan. 26, for Monte Video.

Ship Fairfield, Lt. Comd't. Mackenzie, and brig Dolphin, Lt. Comd't. Purviance, at Montevideo, Jan. 13—all well.

EXPLORING EXPEDITION.—Capt. Willis, of brig Iago, arrived at Boston from Montevideo, reports that he spoke Jan. 18, lat. 36 40 S. lon., 62 W., the U. S. Exploring Expedition, 10 days out from Rio Janeiro.

REVENUE CUTTER SERVICE.

The old revenue cutter schr. Jefferson, Lt. Comd't. J. McGowan, arrived at Baltimore on the 20th inst., from Mobile; sailed Feb. 23.

## DEATH.

At his plantation, in West Feliciana, Lou., on the 2d inst., General ELEAZER W. RIPLEY, after a life adorned by private virtues, and associated with some of the most distinguished events recorded in the national history. The patriot, the statesman, the hero, is no more; but his memory is enshrined in the affections of his countrymen, and will be cherished as identified with the national character and consecrated by the noblest impulse of patriotism. Gen RIPLEY was born at Hanover, in the State of New Hampshire, in the year 1782.

# ARMY AND NAVY CHRONICLE.

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[WHOLE No. 222.]

## SCIENTIFIC.

*From the Edinburgh Review for January.*

### STATISTICS AND PHILOSOPHY OF STORMS.

It is mortifying to the pride of science, and a reproach to every civilized government, that we know so little of meteorology—of the laws and perturbations of that aerial fluid which exists within and around us—which constitutes the pabulum of life; and in which we should instantly perish, were it either polluted or scantily supplied. Considering the earth's atmosphere merely in its chemical and statistical relations, our knowledge of its properties is at once extensive and profound. We have decomposed the gaseous mass into its elements, and ascertained their separate agencies in sustaining and destroying life. Its weight, its variable density, its altitude, its action upon light, its electrical and magnetic phenomena, its varying temperature, whether we ascend from the earth, or move to different points on its surface, have all been investigated with an accuracy of result honorable to the industry and genius of philosophers. But, however great be the knowledge which we have acquired of our aerial domains, when in a state of serenity and peace, we must confess our utter ignorance of them in a state of tumult and excitement. When the paroxysms of heat and cold smite the organizations of animal and vegetable life—when the swollen cloud pours down its liquid charge, and menaces us with a second deluge—when the raging tempest sweeps over the earth with desolating fury, driving beneath the surge, or whirling into the air, the floating, or the fixed dwellings of man—when the electric fires, liberated from their gaseous prison, shiver the fabrics of human power, and rend even the solid pavement of the globe—when the powers of the air are thus marshalled against him, man trembles upon his own hearth, the slave of terrors which he cannot foresee, the sport of elements he cannot restrain, and the victim of desolation from which he knows not how to escape.

It is fortunate, however, for our species, that the high interests of humanity and knowledge are not confined to the cares of ephemeral legislation. He who rides on the whirlwind has provided for the alleviation of the physical as well as the moral evils which are the instruments of his government; and in the last few years, two or three individuals have devoted themselves to the study of the gates and hurricanes that desolate the tropical seas, with a zeal and success which the most sanguine could never have anticipated. They have not, indeed, yet succeeded in discovering the origin of these scourges of the ocean; but they have determined their general nature and character; and have thus been able to deduce infallible rules, if not to disarm their fury, at least to withdraw us from their power. And if so much has been done by the successive labors of two living individuals in the brief period of only six years, what may we not expect to achieve when meteorological inquiries shall be set on foot at suitable stations, and the science of Europe brought to bear on the observations which may be registered?

Before the attention of philosophers was directed to the investigation of individual tempests and hurricanes, it was generally believed that a gale differed from a breeze only in the velocity of the air which was put in motion; and a hurricane was supposed to be well explained when it was described a wind moving in a rectilinear direction at the rate of 100 or 120 miles an hour.

The first person who seems to have opposed him-

self to this vulgar error was the late Colonel Capper, of the East India Company's service, who published, in 1801, a work *On the Winds and Monsoons*. After studying all the circumstances of the hurricanes which occurred at Pondicherry and Madras in 1760 and 1773, this intelligent writer remarks, that these circumstances, when properly considered, positively prove that the hurricanes were whirlwinds, whose diameter could not be more than 120 miles. Col. Capper was also aware of the remarkable fact, that these whirlwinds had sometimes a progressive motion; and he not only states that ships might escape beyond their influence by taking advantage of the wind which blows from the land; but he refers to the practicability of ascertaining the situation of a ship in a whirlwind, from the strength and changes of the wind, with the view, no doubt, of enabling the vessel to resist its fury, and escape from its vortex.

These observations, valuable though they be, seem to have excited no interest either in this or in other countries; and the next philosopher who directed his attention to the subject, was led to it by independent observations, and in the course of more extensive meteorological inquiries. Mr. W. C. Redfield, of New York, whose position on the Atlantic coast gave him the finest opportunities not only of observing the phenomena, but of collecting the details of individual storms, was led to the same conclusion as Colonel Capper, that the hurricanes of the West Indies, like those of the East, were great whirlwinds. He found also, what had been merely hinted at by Colonel Capper, that the whole of the revolving mass of atmosphere advanced with a progressive motion from southwest to northeast; and hence he draws the conclusion, *that the direction of the wind at a particular place forms no part of the essential character of the storm, and is in all cases compounded of both the relative and progressive velocities of the storm in the mean ratio of these velocities*. Mr. Redfield was conducted to these generalizations by the study of the hurricane of September, 1821; but in order to corroborate his views, he has taken the more recent hurricane of the 17th August, 1830, and by the aid of a chart, he has exhibited its character, and traced its path along the Atlantic coast, as deduced from a diligent collation of accounts from more than seventy different localities.

Interesting as these details are, our limits will only permit us to give a few of the leading facts along with the results at which Mr. Redfield has arrived. The hurricane of 1830 seems to have commenced at St. Thomas on the 12th of August at midnight; and, continuing its course along the Bahama islands, and the coast of Florida, it passed along the American shores, and terminated its devastations to the south of the island of St. Pierre, in long. 57° west, and lat. 43° north. It performed this long journey in about six days, at the average rate of *seventeen* geographical miles per hour. The general width of the tract, which was more or less influenced by the hurricane, was from 500 to 600 miles; but the width of the tract where the hurricane was most severe was only from 150 to 250 miles. The duration of the most violent portion of the storm at the several points over which it passed, was from seven to 12 hours, and the rate of its progress from the island of St. Thomas to its termination beyond the coast of Nova Scotia, varied from *fifteen to twenty* miles per hour.

The rotative character of this storm, which always moves from right to left, is amply proved by the varying directions of the wind at the different points of its path; but a striking evidence of this was exhibited in its action on two outward bound European

ships, the *Illinois* and the *Britannia*. On the 13<sup>th</sup> August, the *Illinois* experienced the swell which preceded the hurricane advancing from the south; but as the ship had a fair wind and was impelled by the Gulf Stream, while the storm lost time by making a detour towards Charleston and the coast of Georgia, the ship outran the swell; but on the 17<sup>th</sup> she was overtaken by the hurricane blowing furiously from the south, whilst at the same moment it was blowing hard at New York from the northeast. The *Britannia*, which left New York in fine weather on the 16<sup>th</sup>, met the hurricane on the same night, having the wind first at northeast, then E. N. E., and after midnight from the southeast.

After describing other hurricanes which lead him to the same conclusions, Mr. Redfield remarks that their axis of revolution, or *gyral axis* as he calls it, is probably inclined in the direction of its progress. This inclination he ascribes to the retardation of the lower part of the revolving mass by the resistance of the surface; in consequence of which the more elevated parts will be inclined forward, and overrun to a very considerable extent the more quiet atmosphere which lies near the surface. Hence we see the reason why vessels at sea sometimes encounter the sudden violence of these winds upon the lofty sails and spars, when all upon the deck is quiet.

One of the most important deductions which Mr. Redfield has made from the facts and illustrations to which we have referred, is an explanation of the causes which produce a fall in the barometer at places to which a hurricane is approaching, or more immediately under its influence. This effect he ascribes to the centrifugal tendency of the immense revolving mass of atmosphere which constitutes a storm. This centrifugal action must expand and spread out the stratum of atmosphere subject to its influence; and towards the vortex or centre of rotation must flatten and depress the stratum so as to diminish the weight of the superincumbent column which presses on the mercury in the barometer.\* Mr. Redfield also conceives that whatever be the upward limit of the revolving mass, the effect of its depression must be to lower the cold stratum of the upper atmosphere, particularly towards the more central portions of the storm; and by thus bringing it in contact with the humid stratum of the surface, to produce a permanent and continuous stratum of clouds, with an abundant precipitation of rain, or a deposition of "congealed" vapors, according to the state of temperature of the lower region.

Such is a brief analysis of the first and most important memoir of Mr. Redfield. The second paper contains a very short notice of the hurricane which, after great violence at Barbadoes on the night of the 10<sup>th</sup> August, 1831, passed over San Lucia, St. Domingo, and Cuba, reached the northern shores of the Gulf of Mexico, in about 30° of North lat. where it raged simultaneously at Pensacola, Mobile and New Orleans. Here it entered upon the territories of the adjoining States, where it must have encountered the mountain region of the Alleghanies; and it was perhaps disorganized by the resistance which those elevations offered to its progress. It seems, however, to have caused heavy rains over a large extent of country to the north of the Gulf of Mexico; and if its peculiar action was continued beyond New Orleans, it must have been confined to the higher atmosphere, as no violent effects were produced at the surface nearer than the Southern States. This hurricane, which revolved from right to left, passed over a distance of 2,000 nautical miles in about 150 hours, which gives an average velocity of more than 13½

miles an hour. The rotative character of this storm was finely exemplified in the effects which it produced at Barbadoes. The trees which it uprooted near the northern coast lay from NNW. to SSE, having been thrown down by a northerly wind in the earlier part of the storm, while in the interior and some other parts of the island, they were found to lie from south to north, having been prostrated in the latter part of the gale.

In his third memoir, Mr. Redfield directs our attention to the different points which he considers as established in reference to the principal movements of the atmosphere which constitute a hurricane. The following is a condensed summary of his observations:

1. The severest hurricanes originate in tropical latitudes to the north or east of the West India islands.

2. They cover simultaneously an extent of surface from 100 to 500 miles in diameter, acting with diminished violence towards the exterior, and increased energy towards the interior of that space.

3. South of the parallel of 30° those storms pursue towards the west a tract inclined gradually to the north till it approaches 30°, where their course changes abruptly to the north and eastward, the tract continuing to incline gradually to the east, towards which point they advance with accelerated velocity.

4. The duration of a storm depends on its extent and velocity, and storms of smaller extent advance with greater rapidity than larger ones.

5. The direction and strength of the wind in a hurricane (for the most part) are found not to be in the direction of its progress.

6. In their westward course, the direction of the wind at the commencement is from a northern quarter, and during the latter part of the gale, from a southern quarter of the horizon.

7. In their northward and eastward course, the hurricane begins with the wind from an eastern or northern quarter, and terminates with the wind from a western quarter.

8. North of 30°, and on the portion of the tract furthest from the American coast, the hurricane begins with a southerly wind, which, as the storm comes over, veers gradually to the westward, where it terminates.

9. Along the central portion of the tract in the same latitude the wind commences from a point near to north-east, but after a certain period changes suddenly to a point almost directly opposite to that from which it had been blowing; from which opposite quarter it blows with equal violence till the storm has passed. Under this central portion the greatest fall of the barometer takes place, the mercury rising a short time previous to the change of the wind.

10. On the portion of the tract nearest the American coast, or farthest inland, if the storm reaches the land, the wind begins from a more eastern or north-eastern point, and afterwards veers more or less gradually by north to a north-western or westerly quarter, where it terminates.

11. From these facts it follows that the great body of the storm whirls in a horizontal circuit round a vertical or somewhat inclined axis of rotation, which is carried onward with the storm, and that the direction of this rotation is from right to left.

12. The barometer in all latitudes sinks under the first half of the storm in every part of its track except, perhaps, its northern margin, and thus affords the earliest and surest indication of the approaching tempest. The barometer again rises during the passage of the last portion of the gale.

Our readers will naturally inquire what are the phenomena which take place within the vortex, or in the axis of the revolving storm. It is well known that in the heart of a storm or hurricane in the open sea violent flaws or gusts of wind alternate with lulls or remissions of its violence; and here Mr. Redfield conceives that the vortex or rotative axis of a violent gale or hurricane, oscillates in its course with considerable rapidity in a moving circuit of moderate extent near the centre of the hurricane; and he conjectures that such an eccentric movement of the vortex may be essential to the continued activity or force of the hurricane.

\* Hence we see the reason why the mercury in the barometer always rises again during the passage of the last portion of the gale, and reaches its greatest elevation after the storm has passed.

The fourth and last memoir of Mr. Redfield has for its object the illustration of his preceding labors, by delineating, on a chart, the route of several storms and hurricanes, as derived from numerous accounts of them in his possession, by which their progress is specifically identified from day to day during that part of their route which appears on the chart. The following is a list of the storms thus projected:

1. The hurricane which visited Trinidad, Tobago, and Grenada, on the 23d June, 1831.

2. The hurricane of the 10th August, 1831, already referred to.

3. The hurricane which passed over the Windward Islands on the 17th August, 1827, and terminated about Sable island and Porpoise bank, on the 27th; having travelled over 300 nautical miles in about eleven days, at the average rate of eleven miles an hour.

4. The hurricane which swept over the Windward islands on the 3d September, 1804, the Virgin Islands on the 4th, Turk's island on the 5th, the Bahamas on the 6th, the coast of Georgia and the Carolinas on the 7th, Chesapeake and Delaware bays, and Virginia, Maryland, and New Jersey on the 8th, and the States of Massachusetts, New Hampshire, and Maine on the 9th; becoming a violent snow-storm on the highlands of New Hampshire. It performed a journey of 2,200 miles in about six days, at the average rate of about 15½ miles per hour.

5. The hurricane which ravaged Antigua, Nevis, and St. Kitts on the night of August 12th, 1835, and reached Matamora, on the coast of Mexico, on the 18th, after passing over St. Thomas, St. Domingo, and Cuba. Its velocity was 15½ miles per hour, having moved through 2,200 miles in six days.

6. This is the memorable gale of the 12th August, 1830, already referred to. It visited St. Thomas on the 12th and reached the Porpoise and Newfoundland banks on the 19th, having travelled through more than 3,000 nautical miles, with an average rate of eighteen miles an hour.

7. This hurricane, which swept over the Atlantic in 1830, was encountered to the north of the West India islands, it passed along a more eastern route than any of the rest, and reached the Grand Bank of Newfoundland on the 2d October, after having caused great damage and destruction to the many vessels which occupied its widely extended track. The length of its route is about 1,800 miles, and its average velocity twenty-five miles per hour.

8. Is the path of a much smaller, but more violent hurricane, which was encountered off Turk's island on the 1st September, 1821, and reached the State of Maine, having passed over 1,800 miles in sixty hours, with a velocity of 30 miles an hour.

9. A violent and extensive hurricane, which was encountered north of Turk's island, on the 22d August 1830, passed north of the Bahamas on the 23d, and was off the coast of the United States on the 24th, 25th, and 26th. A great deal of damage was done on the ocean by this storm, but it scarcely reached the American shores. It appears to have moved more slowly than other storms.

10. Is the course of a violent hurricane and snow-storm on the 5th and 6th December, which swept along the American coast from the latitude of 30°.

11. Is a portion of the general route of the violent inland storm which swept over lakes Erie and Ontario on the 11th of November, 1835.

After some general remarks on these hurricanes, which our limits will not allow us to notice, Mr. Redfield makes the following observations:

"It will hardly escape notice that the track of most of these hurricanes, as presented on the chart, appears to form an elliptical or parabolic circuit, and this will be more obvious if we make correction in each case for the slight distortion of the apparent course in the higher latitudes which is produced by the plane projection. We are also struck with the fact that the vortex of the curve is uniformly found near the 30th degree of latitude. In connexion with this fact, it may also be noted that the latitude of 30° marks the external limits of the trade-winds on both sides of the equator; and perhaps it may

not prove irrelevant to notice even further, that, by the parallel of 30°, the surface area, as well as the atmosphere of each hemisphere, is equally divided, the area between this latitude and the equator being about equal to that of the entire surface between the same latitude and the pole."

Independent of the scientific interest which is attached to inquiries such as these we have been considering, they deeply involve the still higher interests of humanity. Mr. Redfield has therefore labored to deduce some practical rules by which the unfortunate mariner may extricate himself, with the least hazard, from the impending calamities of a hurricane. These rules will, of course, admit of continual improvement and extension, as our knowledge of the laws of storms become more complete; but it is a great step in the march of science to be able to hold out to humanity even the faintest hope of escaping from risks the most imminent, and from dangers the most appalling.

1. A vessel bound to the eastward between the latitudes of 32° and 45° in the western part of the Atlantic, on being overtaken by a gale which commences blowing from any point to the eastward of SE. or ESE., may avoid some portion of its violence, by putting her head to the northward, and when the gale has veered sufficiently in the same direction, may safely resume her course. But by standing to the southward, under like circumstances, she will probably fall into the heart of the storm.

2. In the same region, vessels, on taking a gale from SE., or points near thereto, will probably soon find themselves in the heart of the storm, and after its first fury is spent, may expect its recurrence from the opposite quarter. The most promising mode of mitigating its violence, and at the same time shortening its duration is, to stand to the southward upon the wind, as long as may be necessary or possible; and if the movement succeeds, the wind will gradually head you off in the same direction. If it becomes necessary to heave-to, put your head to the southward, and if the wind does not veer, be prepared for a blast from the north-west.

3. In the same latitude, a vessel sailing in a gale with the wind at east or north-east, shortens its duration. On the contrary, a vessel sailing before a south-westerly, or westerly gale, will thereby increase its duration.

4. A vessel which is pursuing her course to the westward or south-westward, in this part of the Atlantic, meets the storms in their course, and thereby shortens the periods of their occurrence; and will encounter more gales in an equal number of days than if stationary, or sailing in a different direction.

5. On the other hand, vessels while sailing to the eastward, or north-eastward, or in the course of the storms, will lengthen the periods of their occurrence, and consequently experience them less frequently than vessels sailing on a different course. The difference of exposure which results from these opposite courses, on the American coast, may in most cases be estimated as nearly two to one.

6. The hazard from casualties, and of consequence the value of insurance is enhanced or diminished by the direction of the passage, as shown under the last two heads.

7. As the ordinary routine of the winds and weather in these latitudes often corresponds to the phases which are exhibited by the storms as before described, a correct opinion founded upon the resemblance can often be formed of the approaching changes of the wind and weather, which may be highly useful to the observing navigator.

8. A due consideration of the facts which have been stated will inspire additional confidence in the indications of the barometer, and these ought not to be neglected, even should the falls of the mercury be unattended by any appearance of violence in the weather, as the other side of the gale will be pretty sure to take effect, and often in a manner so sudden and violent as to more than compensate for its previous forbearance. Not the least reliance, however, should be placed upon the prognostics which are usually attached to the scale of the barometer, such as set fair, fair, change, rain, &c., as in this region, at least, they serve no other purpose than to bring this valuable instrument into discredit. It is the

\* This is, by an oversight of Mr. Redfield, described as No. V. in the text, while No. V. is described as No. IV. We follow the chart.

mere rising and falling of the mercury which chiefly deserves attention, and not its conformity to a particular point in the scale of elevation.

9. These practical inferences apply in terms, chiefly to storms which passed to the northward of the 30th degree of latitude on the American coast, but with the necessary modification as to the point of the compass, which results from the westerly course pursued by the storm, while in the lower latitudes, are for the most part equally applicable to the storms and hurricanes which occur in the West Indies and south of the parallel of 30°.

As the marked occurrence of tempestuous weather is here less frequent, it may be sufficient to notice that the point of direction in cases which are otherwise analogous, is, in the West Indian seas, about ten or twelve points of the compass more to the left than on the coast of the United States in the latitude of New York.

10. Vicissitudes of winds and weather on this coast, which do not conform to the foregoing specifications, are more frequent in April, May, and June, than in other months.

11. Easterly or southerly winds, under which the barometer rises or maintains its elevation, are not of a gyratory or stormy character; but such winds frequently terminate in the falling of the barometer, and the usual phenomena of an easterly storm.

Mr. Redfield concludes these valuable observations by stating it as his opinion (an opinion to which we shall have occasion to recur,) that the general circuits of the wind, of which the trade-winds form an integral part, are nearly uniform in all the great oceanic basins; and that the course of these circuits, and of their stormy gyrations, is, in the southern hemisphere, in a counter direction to those in the northern one, producing a corresponding difference in the general phases of storms and winds in the two hemispheres.

From the investigations of this Transatlantic observer, we now pass to those of our countryman, Lieut. Col. W. Reid, who has pursued the inquiry with the greatest zeal and ability. His attention was first directed to the subject in consequence of his having been employed officially at Barbadoes in re-establishing the Government buildings, blown down by the hurricane of 183-; in which 147 persons lost their lives in the short space of seven hours. In order to learn something of the causes and modes of action of these violent gales, he searched every where for accounts of previous storms, and was fortunate in meeting with the memoirs of Mr. Redfield, which we have analyzed. Impressed with the belief that Mr. Redfield's views were correct, Col. Reid determined to verify them by making charts on a large scale, and laying down the different reports of the wind at points given in Mr. Redfield's memoirs; and the more accurately this was done, the more did the tracks approximate to those of a progressive whirlwind. But Colonel Reid was not content with thus revising in a more accurate projection the labors of his predecessor. He obtained from the Admiralty the logs of the British ships that had been navigating the hurricane region, and by combining the observations which they contained with those made on the land, he was thus enabled to group the varying phenomena of different storms; to place beyond a doubt their rotary and progressive character, as described by Redfield; to ascertain that they derive their destructive power from their rotary force; and to confirm the sagacious conjecture of the American philosopher, that storms in southern latitudes would be found to revolve in a contrary direction (namely, from left to right,) to that which they take in the northern hemispheres.

Following the steps of Mr. Redfield, he has done ample justice to his prior labors; and has in every respect confirmed, while he has widely extended, the reasoning and views of the American philosopher. The concurrence of two such inquirers in the same general theory, gives it additional claims to our support; but though we readily adopt it as the best

generalization of the phenomena of storms, we are sufficiently aware of the peculiar character of the facts upon which it rests; and therefore consider the subject as still open to further inquiry.

After perusing the preceding details, our readers will, we doubt not, agree with us in opinion that a real step has been made in the Statistics and Philosophy of Storms; and we venture to predict that no sailor will study these records of atmospheric convulsions, without feeling himself better armed for a professional struggle with the elements. The navigator, indeed, who may quit the shores of Europe for either Indies without Colonel Reid's book, will discover, when it is too late, that he has left behind him his best chronometer and his surest compass. In his attempts to escape the Scylla of its incipient gales, he may recklessly plunge himself into the Charybdis of the hurricane.

Having such impressions of the vast importance of this subject, we earnestly implore Mr. Redfield and Colonel Reid,\* whose name will be forever associated with it, to continue their invaluable labors, and press upon their respective Governments the necessity of some liberal arrangements for investigating more effectually the origin and laws of these disturbers of the deep.

\* Since this article was written, Colonel Reid has been appointed Governor and Commander-in-chief of the Bermudas, a position peculiarly favorable for carrying on his valuable researches. This appointment, so honorable to Colonel Reid, is not less so to the Government.

## MISCELLANY.

**COMPLEMENTS OF SHIPS OF WAR.**—A correspondent of the *United Service Journal* has, in the following table, estimated the smallest additional number of seamen required to put the ships at present in commission on a respectable footing of efficiency, and also the expense attending it. In appportioning the extra seamen to the different rates, I do not pledge myself to perfect accuracy, my object being to call attention to a subject of paramount importance; and I trust that others will take up the cause, until our ships are again placed in a state to cope with those of other nations, in the rivalry of peace, if not the struggle of war. It is not required that our ships should be put on the war establishment; but it must be conceded, that that prior to 1834-5 by no means exceeded our necessities; while it fell far, far short of the scale adopted by all other nations:

RATES.	Number of each.	Present complement.	Prop'd complement.	Increase per ship.	Being for additional No. in each rate.
1st Rates, - - -	1	750	850	100	100
2d Rates, - - -	4	630	710	80	320
3d Rates, - - -	12	530	590	60	720
4th Rates, - - -	5	420	450	30	150
5th Rates, - - -	8	260	290	30	240
6th Rates, 1st Class, -	6	180	225	35	210
6th Rates, 2d Class, -	10	160	160	-	-
Sloops, - - - -	41	110	130	20	820
Brigs, - - - -	18	50	60	10	180
				Total,	2,740

Estimated expense for 2,740 seamen, viz.—1,370 able seamen, and 1,370 ordinary seamen:

Pay of 1,370 able-bodied, at 22s. per annum, £30,140

Pay of 1,370 ordinary, at 17s. per annum, 33,290

Victualling 2,740 seamen, at 12s. 19s. per annum, 53,430

35,483

88,913

**ARMAMENT OF THE BRITISH NAVY.**—Since our last number, the Admiralty Board has made some modifications in the armament of the British navy,

whereby a proportion of bomb cannon is given to each vessel, as low down as the 28-gun frigates. The bored-out 18-pounders and 24-pounders are also formally announced as the expedient for increasing the force of our men of war; an expedient to which we endeavored to attach the true value in our last week's number. We have here given the new armaments of our ships of the line, reserving that of the other classes until another opportunity. Our readers will thus have an early opportunity of comparing the alterations now decided upon with the armament given in our last paper.

#### ARMAMENT OF 120 GUNS ON THREE DECKS.

Lower deck,	4 68 prs. 9	ft. 65 cwt.
—	28 32 —	9 1-2 ft. 56 cwt.
Middle deck,	2 68 —	9 ft. 65 cwt.
—	32 32 —	9 ft. 50 cwt.*
Upper deck,	34 32 —	8 ft. 41 cwt.*
Qr. deck and forecastele,	6 32 —	8 1-2 ft. 45 cwt.*
—	14 32 —	carronades.
Total weight of metal,		4,036 lbs.
Broadside,		2,023 lbs.

#### ARMAMENT OF 110 GUNS ON THREE DECKS.

Lower deck,	6 68 prs. 9	ft. 65 cwt.
—	24 32 —	9 1-2 ft. 55 cwt.
Middle deck,	4 68 —	9 ft. 65 cwt.
—	26 32 —	9 1-2 ft. 55 cwt.*
Upper deck,	30 32 —	8 ft. 41 cwt.*
Qr. deck and forecastele,	6 32 —	8 1-2 ft. 45 cwt.
—	14 d2 —	carronades.
Total weight of metal,		3,880 lbs.
Broadside,		1,995 lbs.

#### ARMAMENT OF 104 GUNS ON THREE DECKS.

Lower deck	4 68 prs. 9	ft. 65 cwt.
—	24 32 —	9 1-2 ft. 55 cwt.
Middle deck,	2 68 —	9 ft. 65 cwt.
—	28 32 —	8 ft. 49 cwt.
Upper deck,	30 32 —	6 1-2 ft. 32 cwt.
Qr. deck and forecastele,	6 32 —	8 1-2 ft. 45 cwt.*
—	10 32 —	carronades.
Total weight of metal,		3,544 lbs.
Broadside,		1,772 lbs.

#### ARMAMENT OF 92 GUNS UPON TWO DECKS.

Lower deck,	6 68 prs. 9	ft. 65 cwt.
—	26 32 —	9 1-2 ft. 56 cwt.
Upper deck,	4 68 —	9 ft. 65 cwt.
—	30 32 —	9 1-2 ft. 56 cwt.
Qr. deck and forecastele,	26 32 —	8 ft. 41 cwt.*
Total weight of metal,		3,304 lbs.
Broadside,		1,652 lbs.

#### ARMAMENT OF 84 GUNS UPON TWO DECKS.

The same as given in our last paper, with the exception of the 24-pound guns on the quarter deck and forecastele, which are to be of eight feet length, and 41 cwt., a new pattern gun.

#### ARMAMENT OF 80 GUNS UPON TWO DECKS.

Lower deck,	8 68 prs. 9	ft. 65 cwt.
—	20 32 —	9 1-2 ft. 55 cwt.
Upper deck,	4 68 —	9 ft. 65 cwt.
—	24 32 —	9 ft. 50 cwt.*
Qr. deck and forecastele,	24 32 —	8 ft. 41 cwt.*
Total weight of metal,		2,992 lbs.
Broadside,		1,496 lbs.

This class comprises the Vanguard, Collingwood, Goliath, and Superb.

#### ARMAMENT OF 74 GUNS UPON TWO DECKS.

Lower deck,	4 68 prs. 9	ft. 65 cwt.
—	26 32 —	9 1-2 ft. 55 cwt.
Upper deck,	2 68 —	9 ft. 65 cwt.
—	30 32 —	8 1-2 ft. 45 cwt.*
Qr. deck and forecastele,	6 32 —	8 ft. 41 cwt.
—	10 32 —	carronades.
Total weight of metal,		2,712 lbs.
Broadside,		1,356 lbs.

This class comprises the Bellerophon, Achille, Cambridge, Donnegal, Foudroyant, Revenge, Indus, Kent, and Hindostan.

#### ARMAMENT OF 72 GUNS UPON TWO DECKS, (FORMERLY 74's.)

Lower deck,	4 64 prs. 9	ft. 65 cwt.
—	24 32 —	9 1-2 ft. 55 cwt.
Upper deck,	28 32 —	8 ft. 41 cwt.*
Qr. deck and forecastele,	4 32 —	9 ft. 41 cwt.*
—	12 32 —	carronades.
Total weight of metal,		2,448 lbs.
Broadside,		1,224 lbs.

This comprises the Agincourt, Blenheim, Cornwallis, Defence, Edinburgh, Hastings, Implacable, Melville, Pembroke, Redoubtable, Talavera &c.

The guns of the new pattern are ultimately to supersede the bored guns of the Congreve and Bloomfield patterns; but as there are a great many of these patterns in store, they are to be used as long as they last. The Congreve 24-pounder thus bored out is 7 1-2 feet long, and 40 cwt.; the Bloomfield 7 1-2 feet 24 pounder is 41 cwt.; and there is a Bloomfield 24-pounder of 8 feet, which has been bored out to the calibre of 32 pounds. There are also some 24-pounders of common pattern, of 8 feet and 9 feet length, of 48 cwt. and 46 cwt. respectively, which have been enlarged to the calibre of 32 — *United Service Gazette, Feb. 9.*

\*New pattern.

**RECRUITING FOR THE BRITISH ARMY.**—The recruiting for the army was very successful during the last year, thirteen thousand men having been raised for the line, who joined their regiments or depots in the course of 1858. Of this number, upwards of four thousand were passed in the head quarter (London) district, of which Colonel Macgregor is inspecting field officer. This is exclusive of the recruits raised for the East India Company's service. It would thus appear that London and its vicinity, alone furnishes about a third of the men raised to fill up the casualties in her Majesty's army.

Recruiting is still going on very briskly; near five hundred men were immediately approved in the metropolitan district during the last month, and we understand that equal success attends the recruiting parties in the out districts. This is very desirable, as near six thousand men are still wanting to complete the ordinary casualties, and the late augmentation of the service. The Indian cavalry regiments have been eminently successful in their recruiting; nearly two hundred fine young men having been raised for those corps within the last few months.—*Ibid.*

**HINTS RESPECTING THE PRESENT STATE OF THE NAVY.**—The seamen entered at Liverpool and other ports are of the most inferior description, so much so, that there has been an order issued to re-survey them. A rendezvous has been opened at Cork, by Lieut. Hall, of the *Rolla*, who entered about 100 men, but these had scarcely a seaman amongst them, although fine active men, (but an Irishman, when entered late in life, hardly ever makes a seaman.) Six weeks back the *San Josef* was ordered to increase her complement 200 men, since which she has entered only about 30, a number of whom are only ordinary seamen. The *Victory*, at Portsmouth, received the same order to add 200 to her complement; but it appears that she is not able to enter any. Now at this season of the year, when very many merchant ships, steamers, and coasting vessels, are laid up for the winter, it would be supposed that many seamen would be out of employment and would gladly avail themselves of a means of subsistence. This is, however, not the case. Seamen for the navy are not to be had, and in case of emergency immedi-

ate resource must be had to the impressment system. The Admiralty ought long ago to have put in practice the plan for registering seamen, and now they would have been at no loss for them.—*Correspondent of the London Standard.*

**BASIN IN PLYMOUTH DOCKYARD.**—A great improvement, it is contemplated, will take place in this dockyard, by the construction of a large basin, (similar to those at Portsmouth and Sheerness,) to contain several line of battle ships and frigates, and for the better effect of fitting and equipping ships of all classes, which it is considered, in the event of such completion, it will greatly facilitate. The above basin is intended to be excavated to such a depth as to admit a first-rate ship; the whole depth of water at average spring tides will be about 20 feet. At the entrance is to be placed a caisson, for the purpose of keeping the vessel afloat in the basin at all times of tide. The dimensions of the basin will be, length, 400 feet, breadth, 320 feet; including, beside the present boat basin, a great extent of ground.—*West of England Conservative.*

*From the Philadelphia Inquirer.*

### THE AMERICAN NAVY.

#### THE NECESSITY OF STEAM SHIPS—THE NAVIES OF OTHER NATIONS.

We rejoice to perceive that public attention is at this moment somewhat directed towards the condition of the American navy, its extent and power, and its efficiency as compared with the marine of other nations. The arrival at Baltimore, a few days since, of the steam ship *Veloce* produced no little sensation, and not without cause. That vessel was utterly unknown to the whole American people, and her appearance among us was altogether unexpected. The first intimation heard with regard to her, was the puffing of her steam pipes and the appearance of the smoke along her track in the distance. Suppose for a moment that by some mischance, misapprehension or actual difficulty, a war should suddenly take place between either France or Great Britain and this country. What a lamentable position should we occupy! Our whole coast in a great measure unprotected, and many of our principal cities wholly exposed to the war engines of such vessels as the *Veloce*. True, we have no serious apprehensions of any thing of the sort; but still it cannot be disguised that some bad feeling exists in relation to the Canada question and the boundary difficulty; and at all events, it is the duty of a wise government in time of peace, to be prepared for war. It is clear that in a marine point of view, this country is not prepared. That we are, in short, utterly deficient—the navies of both England and France being infinitely superior to our own. The difference indeed, is enormous; so much so, that it becomes a duty at once on the part of our government, to make provision for an increase of the branch of our national defence. Let us look at this question more narrowly, and make a comparison from the best information in our possession. According to the Official Naval Register for 1839, the American navy is thus constituted:

	On the Stocks,	In com- mission,	In or- dinary.
Ships of the line,	4	2	5
Razee,	—	1	—
Frigates; 1st class,	6	3*	5
Frigates, 2 class,	—	1	1
Sloops of war,	—	13	3
Brigs,	—	3	1
Schooners,	—	6	2
Steam ship,	—	1	—
Store ship,	—	1	—
	10	31	17

\* Including two preparing for sea.

In all, therefore, our force consists of 58 vessels—31 one of which only are in commission; the remainder being on the stocks or in ordinary. This, indeed, exhibits a beggarly account, especially when we remember the extent of our commerce, and the immense line of coast we are called upon to protect. How different the aspect of the British navy. An American naval officer has favored us with an English journal, from which we learn that the British will employ this year.

On the	Ships of the line.	Frigates.	Sloops of war.	Brigs.
Home station,	10	—	12	29
Lisbon station,	4	2	10	7
Mediterranean,	8	6	15	10
East India station,	2	6	10	4
Pacific station,	2	6	4	6
Brazil station,	1	4	6	6
Coast of Africa,	—	2	6	10
W. Indies & Gulf of Mexico,	4	10	17	11
Special service,	—	4	4	10

Here is about 240 sail to be kept employed for the protection of the honor of England and her commerce. England looks to the importance of her navy. If it be important to England to protect her commerce, her citizens, and their homes, with so large a fleet—how much less important is it to us to give ample protection to our commerce, which is rapidly rivaling that of England? We have three thousand miles of sea coast to protect, which can only be done by an efficient navy. Our western and south western States are deeply interested in this matter. The great trade that flows up and down the Mississippi from all sections of the west will always require a respectable naval force in the West Indies and Gulf of Mexico; and as Agriculture and Commerce are twin sisters, and go hand in hand with each other, it is important that their friends in Congress should vote to increase our navy, and thus not only protect our own citizens in their mercantile pursuits, but also strengthen, as it should be strengthened, the right arm of the National Defence. The above account, however, only affords the reader an idea of the British naval force in actual employment on a peace establishment. The *Devonport* (English) Telegraph, now before us, a paper supposed to be particularly conversant with the subject, affirms that the British navy is at this moment "fully equal to the navies of Russia, France and America put together." The editor does not mean to say that Great Britain has a force to this extent in actual existence; but he alleges that in six weeks from any given period, the existing force could be increased to the extent alluded to. He affirms that England already possesses 80 line of battle ships fit for service—30 of them new ships that have never been to sea.

In addition to the above, a list of 106 frigates is given—26 of which are in commission—12 fitted as demonstration—and the remainder in a condition to be ready at a very short notice. A large portion of the latter are new frigates that have never been to sea.

Here then, we have an aggregate of 186 vessels of the larger classes, in addition to several hundred others, including brigs, sloops, corvettes, gun boats, bomb vessels, &c. to say nothing of steamers. We have before us no positive return of the total number, except a statement made in 1836, which gives, Navy in peace, 610 vessels.  
Do. in war, 1056 do.

One difficulty, however, is said to be experienced. It is in relation to British seamen. That part of the navy in commission is of course fully manned at present. But in the event of a war, considerable difficulty might be experienced in manning the other

vessels that may be called into active service. In this dilemma, the impressment system would probably be resorted to. The seamen engaged in British commerce in 1836, amounted to 176,000 men.

The naval force of France is also large, and rapidly increasing. According to the latest returns, that nation has 11 ships of the line, first class, 126 guns each; 23 of second class, 86 guns each; 23 of third class, 82 guns each. This forms a total of 57 ships, nearly every one of them built since 1816. Besides this, France has 40 frigates, first class, each of 60 36-pounders; 10 frigates, each of 46 36-pounders; 15 frigates, third class, each of 32 guns; 10 frigates, fourth class, of 26 guns; 24 corvettes, each from 20 to 32 guns; 16 gun brigs; 27 steamers, the majority of 160 horse power, and each of them well armed. In her arsenals there are nearly 3,000 guns and cannon-jes for the naval service, enough to fit out 51 ships of the line 20 frigates, and 20 corvettes.

It appears from other statements, that the French government could, immediately, on the occurrence of war, increase the naval force actually at sea—namely, 22 sail of the line and 36 frigates to 40 sail of the line and 50 frigates; that, besides the seamen necessary to man this large additional force, there would remain surplus of 15,000 men to form the crews of vessels of minor rates or size. It further appears that a Royal Ordinance of the 1st February, 1837, directed that there be kept up or advanced towards construction, a reserve of 13 sail of the line and 16 frigates, by which the force at sea could be further raised to 53 sail of the line and 56 frigates, and that the number of war steamers should be fixed at 40, of which 16 are now in commission, and 13 more rapidly proceeding towards completion.

The reader will at once perceive, by a glance at the foregoing statements, that the naval force of this country is not only small and insignificant, as compared with the maritime power of England and France, but is totally inadequate to the protection of our commerce and coast, and the maintenance of our national honor, should any thing like a war take place.

In courage, seamanship, and nautical skill, we are prepared to cope with any nation on the face of the earth; but still, in order to uphold and maintain the glory already acquired, and to place our gallant tars on an equal footing to those with whom they come in contact, it is absolutely essential that something should be done upon the subject, and that without delay. The present moment appears to us particularly auspicious; and we sincerely trust that some member of Congress, sensitively alive to the honor of his country, and therefore anxious to place that honor beyond the reach of danger, will at once take the matter in hand; and by constant and persevering efforts, induce the increase so absolutely necessary.

**DEBATES IN PARLIAMENT.**—In reading over the debates in parliament, published in this paper last evening, notwithstanding the apparent warmth of feeling exhibited against this country on the Canada rebellion, we cannot but admit the justice of the remarks made by the Duke of Wellington and others in the House of Lords, in relation to the part taken by Americans in the Canada troubles. It was of an atrocious character throughout. Sympathy for the Canadians with some, might have had its influence. We have no doubt it had, but with the majority of the adventurers, it was plunder—the advancement of private objects, the bettering of broken down fortunes and characters; and the whole composed of desperate adventurers, who, without the least regard for laws or treaties, for the peace and happiness of their own country, invaded a power in amity with us, and have brought the whole nation into disrepute with England—with them we have every motive, every wish, every interest, to continue in peace.

The ministry however, has not done us full jus-

tice in the matter, although Lord Durham and his friends in the House of Lords acquit the country at large of any disposition to countenance the insurgents. The Navy Island and other brigand movements on our frontiers, have cost the people of the United States several millions of dollars, in addition to our usual war expenditures, in efforts to keep the peace; and although the President was tardy in issuing his proclamation, he has acted in good faith as far as maintaining peace and observing treaties could influence the administration. We are a government of many governments—each sovereign and sectional, not very united among ourselves, and consequently more difficult to restrain and control by one central power. It is natural that it should be so—it is a small drawback only on other great rights and privileges connected with a republic. We should not, therefore, be misunderstood by the British people, nor called upon to do more than is in the power of the government to do. We wish to cultivate peace and adjust all difficulties amicably—let England meet us in the spirit, and all will go well.—*New York Star.*

**MILITARY WOMEN.**—Bulwer assures us that in all the conflicts the French army have had in their battles in the neighborhood of Paris, women have been engaged. Dinnourier had at one time for his aide-de-camp, two delicate and accomplished women, who delighted in the bloody scenes of war. Often in the most desperate crisis of the battle, said a general, I have heard their slender but animated voices reproaching flight, and urging to the charge; and you might have seen their waving plumes and Roman garb among the thickest of the fire. After the battle of Waterloo, there were found among the dead bodies several Parisian girls who had gone forth with their paramours, and actually fought in their company. Nor was this an uncommon event. "One morning," says Mr. Scott, "when passing through the Palais Royal at Paris, I saw one of these women dressed in military costume, with boots, spurs and sabre. No Frenchman seemed to consider the sight a strange one."

A few copies of Col. Reid's very valuable work on the "Laws of Storms," have reached this country. Adopting Mr. Redfield's theory on the subject, which is now the generally received doctrine among scientific men, both in this country and Europe, he endeavors to turn it to practical account, for the benefit of navigation. This work is noticed in the last number of the Edinburgh Review in terms of high commendation. Col. R. has been recently appointed Governor of the Bermuda Islands.—*N. Y. Journal of Commerce.*

**THE EFFECTS OF THE LATE STORM.**—We wish some skillful geologist would take a summer's ramble with us throughout Long Island. We are confident that much would be developed to add to the stores of science, and to improve upon various hypotheses that have been hitherto adopted. The effects of the late storm have been in many respects curious. Along the shores of the sea the appearance of the beach has been in many respects altogether changed. Some bays and creeks, which had preserved their identity from time immemorial, have changed their positions and features. Indeed in a thousand forms has the storm wrought strange metamorphoses.

It is seldom that storms rage with the same violence as that we refer to. When they do occur, the marks of their devastation are the facts upon which science may build or perfect her fabric.—*Long Island Star.*

**OFFICIAL ARMY REGISTER, 1839.**—Just published and for sale at this office. Price 50 cents. March 7.



WASHINGTON CITY;  
THURSDAY, ..... APRIL 4, 1839.

**MATTERS AND THINGS IN GENERAL.**—In the selection of articles as well as in the insertion of original communications, it is not to be understood that we always consult our own taste, or obey the dictates of our own judgment. Were we to do this, we should confine ourselves strictly to what is useful, instructive and entertaining, avoiding all controversy, and undue reflection upon men and measures. But this by a large majority of readers would be regarded as tame, insipid, and valueless. While, therefore, we would not minister to a diseased appetite, we must not lose sight altogether of the quality of the mental food which suits the public taste.

Many of the selected articles are given, that our readers may see what is said of or concerning them and their profession; and if any errors of fact, or unsound arguments are adduced, the way is open for their correction. We have not time, nor do we think ourselves called upon, in every instance to enter our dissent to opinions, or take time to inquire whether every statement made is based upon correct information. Sometimes, where politics or personalities enter into the composition of an article which, without them, possesses interest or information, we omit the expletives and give the substance. Particular articles are occasionally inserted at the request of a subscriber or correspondent. Some have recently found admission, which we intended to have accompanied with a remark or two of dissent or correction. We will enumerate a few:

A short article from the Charleston, S. C., Patriot, [page 156.] deploras "the many quarrels which occur between the officers both in the naval and military service of the United States." If such exist at the present day, we must profess our ignorance of them. In the naval service, the only ones we recollect are those growing out of the delay and the frequent change of commanders of the exploring expedition, and animadversions upon the conduct of Commodore ELLIOTT, as commander of our squadron in the Mediterranean.

With regard to the first, the officers felt that a vital principle in naval discipline had been violated, and a command conferred upon a junior officer, to which neither regulation nor precedent entitled him, and which others of higher rank, and at least equal qualifications, were desirous to obtain. Conceiving that their rights were invaded, they were tenacious that so important a measure should not pass by without their solemn protest, and that their silence should not be construed into acquiescence.

With respect to the accusations against Commodore ELLIOTT, it appeared to us that a very large portion of the navy had espoused the cause of a junior brother officer, who, according to their notions, had been oppressed, and they knew not how soon his case might be theirs. The apparent determination of

Commodore ELLIOTT, to avoid, or at least not to demand, an investigation into his conduct, seemed like an admission of the truth of the accusations. Most of the publications growing out of this unpleasant controversy, we have felt it our duty to copy, as matter for future history, as of current news: taking care to do impartial justice to both sides, and avoiding the expression of any opinion of our own.

We believe, however, that there is as much harmony in the naval service now as at any former period.

We come next to the other branch of the service, the military, which is less obnoxious to the charge of altercation than the naval. The unfortunate Florida war has given rise to numberless obnoxious essays in Congress, in the newspapers, and legislative reports. But if we except the unhappy differences subsisting between the three first commanding Generals in the field, which have formed the theme of endless letters, we can call to mind no "quarrels" between the officers themselves. They seem, on the contrary, united as a band of brothers, and have ever shown their alacrity to serve their country, however dangerous or disagreeable the service, or small as the fame might be to be derived therefrom.

The remarks of the Charleston Patriot are in general terms very true, but their applicability to the present state of our service does not strike us.

The same number of our paper into which the abovementioned article was copied, contains an paragraph from the Philadelphia Exchange Books, [page 158.] with an extract of a letter from Montevideo, in which the commanders of our squadrons on foreign stations are compared to "old women." This article had a general circulation through the American newspapers, and not a word of doubt or disapprobation was uttered. To say nothing of the bad taste of the comparison, it is contrary to the truth. The commanders of our squadrons have been, with very few exceptions, and are, men in the prime of life, or but little past the meridian, active, and ready to battle for their country. Our navy is cumbered with probably as few invalids as any other of equal size. The commander of our squadron in the Mediterranean, one of the oldest on the list of captains, (but who ought to have been an ADMIRAL twenty years ago,) enjoys a green old age, the grateful remembrance of the whole nation, and the undiminished respect of his subordinates. The commanders of all the other squadrons, too, are men who have borne themselves gallantly in many a hard-fought action during the war of 1812-15; (still called the "last war," because no other deserving the name of war, has since occurred; and long may it be the "last.")

We could not, without occupying more space than the intrinsic importance of the subject requires, enumerate the many paragraphs we have copied, the incorrectness of which it may have been expected that we should have pointed out *pari passu*. We will mention but one *ex. gra*: The Legislature of Missouri

have gravely passed resolutions [pages 173-4] charging a commanding general of the army in the field with *intentional falsehood* in his official report of a certain action; accusing him of *slandering* the citizen soldiery; of *wanton misrepresentation*; and denouncing him as *unworthy to hold a commission* in the army! Will the officers of the army, or will the citizens of the United States, out of Missouri, believe these accusations, though invested with the gravity of legislative sanction?

Every friend to the peace and prosperity of his country will be delighted to learn that tranquillity has been restored on the North-eastern frontier, by the successful mediation of Gen. SCOTT, who has acquired with some the sobriquet of *pacifactor*. This designation, intended to be complimentary, is not incompatible with a truly military character and chivalrous spirit. Gen. SCOTT doubtless saw, as many others must see and know, that we are almost wholly unprepared for war—that we have little or nothing to gain, but an immense amount of property at risk and exposed to loss by a war with any power. He has fulfilled the high expectations entertained of his skill and judgment, by the settlement of the troubles in Maine, and it is another wreath in the chaplet of fame that already adorns his brow.

Gen. SCOTT arrived at Boston on Saturday last, and was expected to dine in New York on Monday.

While rejoicing for the removal of all fears of anticipated war at home, we should not omit to include in our congratulations, our southern neighbors the Mexicans, who have just concluded an armistice with the Admiral commanding the French squadron, which will doubtless lead to a treaty of peace and amity between the parties.

The London Times of the 21st February contains a chapter from Captain MARRYAT's forthcoming work on America; it gives his views and the result of his enquiries respecting our naval and mercantile marine, particularly on the subject of seamen. We regret that this extract was received too late to be copied into our present number; but we shall insert it next week.

We notice, by the way, that Captain MARRYAT has got to law with Mr COLBURN respecting the tale entitled "The Phantom Ship," which the former had stipulated to furnish, and had partly completed, for the New Monthly Magazine, of which Mr. C. is proprietor. The difficulty arose from the attempt of Capt. M. to sell the copy right to the tale in France and the United States.

STEAM VESSELS OF WAR.—It is understood that a Board is now sitting in Washington, to devise and recommend plans and models for sea steam vessels of war, three of which were authorized to be built, or the materials procured, during the last session of Congress.

The Board is composed of naval and civil officers, and citizens, and is therefore a kind of mixed com-

mission. It consists of, Commodore STEWART and Capt. M. C. PERRY, of the navy; S. HUMPHREYS, Esq., chief naval constructor, and Messrs HART and LENTHALL, naval constructors; Mr. HASWELL, engineer of the U. S. steam ship Fulton, and WILLIAM KEMBLE Esq., one of the proprietors of the West Point Foundry.

*Correspondence of the Army and Navy Chronicle.*

U. S. SHIP OHIO, PORT MAHON,

January 7, 1839.

DEAR SIR: I annex a list of officers\* for your paper. We had a rough passage of 29 days. The ship proves good; her sailing is very good under some circumstances, but under others not so favorable. She is a fine sea boat, easy to her rigging and spars. The only accidents happened to us on the passage were, Lieut. Misroon fell from the deck ladder, or horse-block as some call it, and fractured his leg; he is doing well. On the 23d December James Morse, O. S., fell from the main-top sail yard, in reefing top sails, struck on deck, and was instantly killed. In furling the fore-top sail, a man fell from the yard, overboard; the life-buoy was cut away, a boat got ready to lower, and that active officer, Lieut. Gansevoort, with his boots off, first in her; but fortunately the man caught a rope below to him from the main chains, and he was hauled in safely, without any injury but a ducking. All is harmony on board, and every one appears to be quite happy.

\* In comparing this list with the one published by us on the 25th Feb., we find that they correspond exactly; so that it is unnecessary to repeat it. Our correspondent will please accept our thanks for his remembrance of, and compliance with, our request.—*Editor.*

Captain THISTLE's reply to the communication, signed L. in our last number, was received too late for this week, but will be inserted in our next.

ITEMS.

Gen. JOHN E. WOOL, Inspector General, U. S. Army, passed through Mobile, on the 17th ult., on an extensive tour of inspection along our Southern frontier, and to the remote western military stations.

The British sloop of war *Modeste*, 18 guns, Commander Eyres, arrived at New York on Friday last, from Vera Cruz, and nine days from Havana.

COMMODORE ELLIOTT.—A Court of Inquiry upon the case of Commodore ELLIOTT, founded upon application of Lieut. HUNTER and other junior officers of the navy, has been ordered by the Secretary to convene at the navy yard in this city, on the 22d of April. The Court will consist of Commodore STEWART, as President, and Commodores BIDDLE and PATTERSON as members.—*Pennsylvanian.*

The following named persons, invalids from the South Sea Exploring Expedition, came passengers in the *L'Orient* from Bahia, arrived at Philadelphia on Wednesday, 27th ult.: Mr. Francis L. Davenport, interpreter; Mr. E. A. Johnson, captain's clerk of the *Vincennes*; Daniel McCarty, Wm. Norton, John W. Smith, Robert Willis, Noah Wyeth, Amos Howell, James Williams, Joseph Grundy, David Banks, seamen; Richard Brothers was left at Bahia, sick, on the hands of the American Consul.

**DESERTERS.**—It is stated that seven deserters from our army reached Kingston last week. Twenty-five deserters from the American troops at Ogdensburg, are advertised in the "Times" of the 14th instant, and a reward of thirty dollars each is offered for their apprehension.

#### ARRIVALS AT WASHINGTON.

March 25—Lieut. J. H. Winder, 1st Art. Polk's.  
30—Capt. L. J. Beall, 2d Drags. Fuller's.  
Lieut. P. V. Hagner, Ord. P. Hagner's.  
Capt. T. L. Alexander, 6th Infy. Fuller's.  
April 1—Capt. M. C. Perry, navy, Fuller's.  
2—Commo. C. Stewart, do  
C. H. Haswell, Engr. U. S. N. Mrs. Sprigg's.

#### LETTERS ADVERTISED.

WASHINGTON, March 15, 1839.

**ARMY**—Capt A Canfield, Lt Thos Johns, Lt M S Miller, Col R B Mason 3, Lt W R Palmer, Major General W Scott 3, Capt W Seawell, Col S Thayer 2, Maj Henry Wilson.

**NAVY**—Lt George S Blake, Lt A Bigelow 2, Lt R B Cunningham, Rev W Colton, Commo A J Dallas, Com'r F Forrest 2, Hugh W Green, Lt A G Gordon, Lt J P Gillis, John F Mercer, Lt McLaughlin, Lt Levin [M] Powell, P Mid DD Porter 3, F B Stockton, Capt D Turner.

**MARINE CORPS**—Mr Shuttleworth 2, Lt H B Watson.  
**UNPAID LETTER REFUSED**—West Point, March 25.

#### PASSENGERS.

**CHARLESTON**, March 25, per steam packet North Carolina, from Wilmington, Major Geo. Macomb, Major C. H. Smith, Capt. E. Schriver, Lieuts. M. S. Miller and J. T. Sprague, of the army. March 26 per steam packet W. Seabrook, from Savannah, Capt., L. J. Beall and Dr. B. F. Fellowes, of the army.

#### ARRIVALS AT PHILADELPHIA.

March 31—Lt. W. L. Shuttleworth, marine corps; H. Waddell, navy; Lieut. G. H. Talcott, army; Capt. M. C. Perry, navy.

April 1—Major Hitchcock, Lieut. A. P. Allen, army; C. H. Haswell, navy; Capt. M. M. Clark, army; Lt. W. R. Palmer, army; Lieut. J. H. Winder, army.

#### COMMUNICATION.

#### NOTES IN THE PACIFIC.

RY TOPMAST STUN'SAIL JACK.

No. 2.\*

The sea! "the deep, deep sea!" I love the sea; and I love a bold and gallant ship. I love to hang upon a royal yard, midway 'tween heaven and earth, and nearly two hundred feet above the billows, to watch their roll; to look around upon an unbroken horizon, with nothing in sight except the sky and water, and the deck of the ship beneath me, where the men look like pigmies; and to hear from my elevation their dear "Yo heave yo," as they set up the weather backstays, rise and float by me on the breeze; there is a music in that sound to me. I love to go on the bowsprit, and there, far out from the bows of the vessel, to lay down on the staysail netting, and look back upon the ship, as she rolls and plunges in the sea, cleaving and gracefully throwing back, in showers of liquid pearls, the huge black waves that beat against her bows, as if forbidding her further progress. Impotent their opposition! the vessel, like a conscious queen of the element she rides, gracefully bends to the breeze, and gaily dashes onward, totally disregarding their dark and seemingly powerful menaces; in that net work cradle, a place that a landsman would almost fear to approach, swinging to and fro with every heave of the sea, and descending sometimes so low as nearly to dip my feet in the water, have I many a time lain and slept. I love the storm; the roar of the winds, the lanky

blackness of the waves, as they rise far above our heads, apparently threatening with instant destruction the tiny bark, that with such tenderness had dared their fury; and looking still more dark and fearful from contrast with the foam, with which, forming a bright line of phosphoric light, their crests are tipped. And I love the science, seen there in all its heavy, by which man has learned to "laugh at the tempest's rage," to observe in what, to an inexperienced eye, would appear nothing but confusion, order perfect as clockwork; it is then that the quick eye, the prompt and ready order, the cool and skilful judgment, shows the seaman in his true element, and exhibits, in its perfection, the ascendancy that intellect has acquired over the once invincible power of the tempest. Well may a commander be proud of the ship whose qualities he has tried and proved, and found them to be such as a sailor loves. Yes, I love the storm! and, again, I love the calm, if it does not last too long. But above all, I love a sunset on the ocean. Earth has nothing more beautiful.

It was a dead calm last night when the sun went down, but a fresh breeze sprang up during the night, and at early dawn this morning the northern point of San Lorenzo was in sight, giving promise of fresh milk and cheremoyes for supper. There were some, too, who anticipated fond greeting with — no matter; there are many a pair of laughing black eyes in Lima, to which hearts less susceptible than a sailor's have ere now thought it no disparagement to surrender. The women of South America possess considerable beauty; a sculptor might model from their forms; and nothing can exceed the grace and majesty with which they move. They are kind and warm hearted—at least I found them so—and in all that renders a woman fascinating in a drawing room, in appearance and manner, they excel; but with an eye, peculiar, I believe, to the Spanish race, an eye that seems all soul, full, dark, and liquid, and the more dangerous from the long black lashes which shade it. They want intelligence; and yet I do not think in natural intellect they are inferior to the women of other countries; but their education is most sadly neglected; they are taught to dance before they are taught to read, and learn the waltz before the alphabet; this is the fault, to be sure, in a great measure, of the unsettled political state of the country. Every year, particularly in Peru, brings about some new revolution; the country is alternately embroiled in civil war, or overrun with robbers and disbanded soldiers. Education receives no encouragement from the government, and schools are almost unknown. The consequence is that the inhabitants, never secure in their possessions or enjoyments, care only for the present, and think little of the future. The education which the females of South America receive, makes them delightful creatures to make love to, but poor ones to marry. There are exceptions, of course, and some bright exceptions. Among the dark eyed Senoras of my acquaintance, I have known more than one, who, in mind as well as person, would have been an ornament to any circle. We have frequently been accused of having a sweetheart in every port, and I acknowledge that there are not many in which, from a thoughtless spirit, arising from a devotion to women, inherent in us sailors, and which leads us to do homage to every pretty face we see, we are not apt to single out some fair favorite among our acquaintances, to whom to devote our attention during our stay. Perhaps we may be censured by some for so doing, as acting without principle; but then they must remember that we, rovers of the seas, seldom remain long in one port; seldom long enough to carry an "affaire du cœur" beyond the bounds of a harmless flirtation; and when both parties understand each other, there is no method of passing time more agreeably. Long shall I remember the beautiful Gertrudes of Callao, the scarcely less beautiful

\*No. 1, appeared in the Naval Magazine for September, 1837.

Mercedes of Lima, the fair Angelita of Guayaquil, and Natalia of Santiago de Chili.

And here let me pause to pay a passing tribute to the memory of Manuela P. She was one of those few redeeming instances which we sometimes meet with in the history of human character, showing that all are not unworthy, and that virtue is not altogether a thing known but in the dreams of the enthusiast. She seemed, to use an old quotation, "an angel ready for Heaven." I esteemed her; I loved her as a sister; but no feeling more earthly ever alloyed that love. I never knew but one other whom I considered her equal, and that was Emma M., of New York. It has been said that Heaven singles out the beautiful and pure of this world for itself, ere they become contaminated by its deceit and sin; and circumstances frequently almost authorize the belief.

"The fondest hope is that which first is lost—  
The tenderest flower is soonest nipt by frost.  
Are not the shortest lived the loveliest?  
And like the wandering orbs that leave the sky,  
Look they not brightest when about to fly  
The desolate spot they bless'd?"

A tombstone in ——— tells of the age and death of the sweet Emma at twenty. She left a world for which she was too pure, and the green sod covers Manuela; one was an American, the other a Chilena; one a protestant, the other a Catholic; but shall any one say that one was more worthy of Heaven than the other? Intolerance might well blush for her creed while contemplating the virtues and the excellencies of each.

The government of Peru is a military despotism, the rulers studying their own interest only; their only object the gratification of their own ambition. The welfare of their country seems but a secondary consideration. She is but a die in the hands of gamblers. The first act of a President of this misnamed republic, is generally to put his predecessor out of the way, either by death or banishment; and all other persons whom he considers as dangerous to his security in office, generally receive the same award. The government is at present in the hands of a woman. Madame Gamarra is a female Bonaparte; and though her husband is nominally the head of the republic, she is the real sovereign. It was owing to her energy that he rose from the ranks of the army, a common soldier, to his present rank. It is said that she never permits any subject, pertaining to the government, to be discussed, even in privy council, without her presence; and she always accompanies the President on his official visits, especially those made to foreign dignitaries. Gen. Gamarra made a visit, not long since, to our squadron, accompanied by the different ministers of department. Madame Gamarra of course with him. After the customary salutes, they entered the Commodore's cabin, where refreshments were offered, and the usual compliments exchanged. When Madame Gamarra thought they had remained a sufficient length of time, she rose, looked around her with the air of an empress, and uttering the single word "vamos!" left the cabin, the others following her out like a pack of sheep following their leader. She always wears pistols and dirk, and is said to be a good shot. Not long since, finding some fault with the police and discipline of one of the regiments of the army, she sent for the colonel commanding it, and reprimanded him in a manner to which he did not feel inclined to submit, especially from a woman; he replied that he would hold himself responsible to the President, but not to the President's wife. He was soon taught, however, whom he had to deal with; for Madame Gamarra immediately commanded him to silence, and, at the same time presenting a pistol, told him that if he uttered another word of insolence, she would drive the bullet through his head. Some say that her husband

has more than once experienced such a threat; but we all know the world is shockingly addicted to scandal.

The history of the two Presidents of the adjoining republics of Peru and Colombia, form a most admirable comment on married life. Gamarra, with all his powers, is not a happy man in his domestic relations.

Gen. Ellingrot is the other one to whom I refer. He entered the service of Colombia during the revolution, and distinguished himself by sagacity and talent in council, and intrepidity and daring in action; few deeds can exceed in heroism some that are recorded of him, and he bears many a mark of war upon his person; the left side of his head is drawn into a frightful scar, occasioned by the windage of a cannon ball, which, cleaving the flesh from the left side of his head, narrowly missed taking the head and all. He rose first to the chief command of the army, and then to the Presidency of the republic. His administration was marked with judgment and wisdom; but in the revolutions of popular favor, which a single day will sometimes effect, an opposing faction rose to power, and Ellingrot was deposed, and banished from the country in whose service he had shed his blood, and devoted his best days.

I knew him in exile. He was residing upon a farm he had purchased, and said that he was happier than he was in the days of his greatest power. He was asked by an acquaintance how that could be? His answer was a beautiful one: "I have a wife that loves me." He married a girl in Colombia of great beauty, and it smil, when her friends inquired how she could have been induced to marry that half-headed man? she replied: "When I see him on the right side, I see that he is one of the most talented men in the world, and when I see him on the left side, I see that he is the bravest man in the world."

#### FLORIDA WAR—No. 4.

TAMPA, Feb. 26, 1839.

I say "war," but there is no war. The whole business is a humbug; the war is a humbug; the Indians are humbugs, and the whole country has allowed itself to be humbugged. "When will you be able to finish the war?" said the nation to one General. "In six months—in six months at most." How is that war to be ended? "Ended!" said another General; "why, sir, I marched into the enemy's country, met their whole force, and in less than two weeks I made the whole Seminole nation sue for peace!"

Another one has gravely told us that the grand blow had already been struck; that the power of the nation had been broken; and that the war would not last more than six weeks, and that it was even doubtful whether they would make any further resistance.

Another one is said to have declared that the war is only begun; that years would not enable our army to kidnap half the straggling Indians who are yet lurking in the swamps. That may be true; but should the whole army be kept scouring the swamps and hammocks, to pick up a few refugee Indians, who obstinately persist in remaining in the country? and should we still as obstinately persist in calling this kidnapping business a war? There is but one thing in which it at all resembles a war, and that is, in its loathsomeness. In a regular war, there is something noble, something inspiring, and very frequently much that is congenial to the soul, notwithstanding its loathsome carnage and bloodshed. But look at the Florida war during the last year, and you will see nothing but flying Indians and pursuing soldiers; the poor devils often driven up while their scant meals are boiling on the fires, and compelled to leave every thing behind them, and plunge into bogs and morasses, beyond the reach of their pursuers. It

makes me sick to read the accounts of these things, all showing, as they do, for the last six months, that the Indians have been trying to hide themselves, and to live on roots rather than to desert the home of their fathers. No wonder the army should have become disgusted with this thankless, and, as I believe, unholy war, and should have begun to look with anxiety to the time when it should no longer be called upon to play Jack Keitch, in the swamps of Florida, and to drive the fugitive Indians from those lands, which are dear to them, as their homes and the homes of their fathers; but which can never be dear to any body else.

This train of thought has been called by a letter, (part of which I heard read) from Fort Cummings, one of the interior posts. It ran nearly thus:

"As Captain Fulton, 2d dragoons, passed by Fort Davenport, he found there an Indian negro, who had just given himself up to Lieut. Wyse, who reported that he had just deserted a small party of Indians, who were encamped in the Ok-al-wake swamp, about four or five miles from that post. He immediately despatched a small party of dragoons, under the command of Lieut. Hardee, accompanied by L. Hayne, to try if possible to capture the Indians. After riding about four miles, the party dismounted, and, conducted by the Indian negro, (who was with difficulty induced to go into the swamp,) advanced about a mile into the morass, which, from the water, mud, and thick growth of vines and small trees, required about an hour. They there came to the small stream called the Hatchee-luste, which runs through the middle of the swamp, and which was there about four feet deep, with shelving banks. It required some time to get across this stream, and owing to the noise, which it is impossible to prevent in crossing a stream of this kind, and the difficulty of getting around the Indian encampment, the Indians took the alarm, and plunged into a thick growth of palmettos and small trees immediately beyond their camp. The more advanced men of the party fired upon the Indians as they fled, and it is thought, wounded one warrior. At the camp were found three pots of compe and cabbage (palmetto cabbage) boiling on the fire; wooden spoons lying by, in a small wooden bowl, indicating preparations for a meal. A rifle, a bow and arrows, two shot pouches and powder horns, a tomahawk, two axes, scalping-knives, blankets, skins, besides several ornamental trinkets of silver and beads, &c. &c., were picked up in the camp, besides a large supply of compe (coonty,) which was lying in a heap near the fire."

Thus it is. The poor devils are driven into the swamps, and must die next summer, if not before, from the effect of being constantly in the damp, low, and foggy ground. And yet they will not go to the delightful prairies of the west, "where milk and honey flow," and live like *white men*. There is a charm, a magic, in a name, in a sound, in a country, in the land of one's birth. Who does not love his own country, the land of his fathers? People may laugh at the idea of a Seminole feeling an affection for his country. Why, sir, even Scythians who inhabited sands and rocks, loved those sands and rocks, as much, too, as you do the hills and dales on the banks of the Potomac.

But let me dwell no more on this subject, for the nation has said it, and shall it not be done? She has said, "let the savage Mickassky and faithless Seminole be exterminated, unless they go west;" and exterminated they must be. So that's an end o' it.

Captains Beall and Winder, of the dragoons, succeeded, week before last, in surrounding and capturing about 40 Indians, (7 warriors,) without firing a gun. One of the captured warriors has undertaken to lead our troops to the encampment of Wild Cat, but it is very uncertain whether he can be relied on.

About the 10th February, the troops designated for the southern expedition began their march. Five

companies of the 3d artillery, and one of the 2d infantry, under command of Major Churchill, were sent in steamboats to take post along the southern coast, between Key Biscayne and Cape Sable; and a column 350 (100 mounted) began its march from Fort Cummings towards the everglades. A few days afterwards Col D's column was ordered to return to Tampa, and riders were sent express, with orders for Major Churchill's command to return, and for Major Ashby's command of two companies of dragoons, which was moving by land in the direction of Fort Jupiter, to return to Fort Butler.

These countermarches are understood to have been the result of orders just received by Gen. Taylor from Washington, directing him to establish posts and open roads throughout the middle district, (that is, north of Tampa,) as operations preliminary to the contemplated "armed occupancy" of that region. So you see the question is, "will General T. move down into the everglades this campaign?" has already been answered. The Secretary of War has said *no*, and *no* it must be. So let it be. Many long marches, and perhaps fruitless searches, have been saved, and the war will perhaps be ended with less danger, but with more expense, than if the south had been scoured this spring.

Twelve or thirteen persons, whom I know not, are reported to have been killed by a party of Indians near St. Marks a few days ago. Much is said about it here, and a part of Col. Davenport's column, (4 companies, I think,) go in steamboats from this place to St. Marks, to hunt out and chastise the murderers. Success to them!

It is said that Gen. Taylor's head quarters are to be at Fort King during the spring, and that six companies of the 1st infantry (part Col. D's column) are to be employed in cutting roads through that immense hammock on Orange Lake, which has been so long the lurking place of the Indians.

Capt. Bonneville's company, 7th infantry, arrived here some days since, and has been ordered to take post near Fort Deynaud, 100 miles south of this place. Much is expected from the known experience of the "Hero of Astoria," so admirably described in the thrilling adventures to the Rocky Mountains. Indians Indian battles, and Indian stratagems, are familiar to him, and with a fine company and free range in the enemy's country, he may be expected to give the savages some trouble before the end of the year.

The whole of the 7th infantry is daily expected here. They were to have left New Orleans some days since. When they arrive, Gen. Taylor will have enough of troops to scour effectually the whole country in the middle district. But I do not know what will be done. Every one is talking about "armed occupants," and gardens, and fields. Garden seed are in great demand, I learn, at the interior posts, and every body seems to be determined to "make the most of a bad bargain," and since they have to stay in their little picket forts in the pine woods and the swamps, they are determined to have their gardens, and to "live comfortable and decent like a jontleman." Gen. T. is understood to have said that the interior posts and all must be occupied throughout the summer, and it is no doubt his work, this garden business, as a good garden will be a tie to bind an officer to his post, sickly though it be. Our army can endure conspiracy, murder, battle, and sudden death, every thing, but the miasma of the infernal swamps of the interior of Florida. He will keep the troops in these forts all summer, will he? Nous verrons.

A SUBALTERN.

Gen. Wool, and his aid Maj. Macomb, passed through Quincy, on Thursday last on their way to New Orleans, on a tour of inspection of the southwestern posts.—*Floridian* Mar. 26.

## DOMESTIC INTELLIGENCE.

## FLORIDA WAR.

TALLAHASSEE, Mar. 16.—We learn that during the past week, Indians, and numerous Indians signs, have been seen in Jefferson and Madison counties; the several scouting parties have been unable to fall in with the enemy.

Col. Davenport in command west of the Suwannee, has assigned the district west of the St. Marks to Col. Green, who will fix his head quarters for the present at St. Andrews Bay. The Indians in that quarter have signified a wish to come in if permitted to emigrate by land. This request has been granted. The last accounts from that quarter state that the runners last sent out have been unable to find them. Three several trails were discovered, one leading towards Lake Winico—another to the Choctawhatchie Bay, and the third in the direction of the Apalachicola river. The district west of the Suwannee to the St. Marks is in command of Major Hoffman, who is expected with the reinforcements recently arrived to keep the settlements free from further depredations.

Col. Davenport has stationed a company of his command at the Waculla, another at the natural bridge on the St. Marks river, and the remainder are employed in scouting the country.

We have heard nothing further from Capt. Hutter and the Creeks. We presume they will hold out till the leaves furnish them more security in traversing the swamps and hammocks when, we fear, we shall hear of more depredations in the west as well as the middle.—*Floridian*.

SAVANNAH, Mar. 26.—We rejoice in being able to correct the intelligence heretofore published of the death of Major Noel, of the army. It was communicated by our correspondent, who is incapable of stating what he had not reason to believe, and the painful feelings which his friends must have experienced on learning it we regret were excited by our publication, the correctness of which was not then questioned, as the wound was previously stated to have been mortal. He is spared, we trust, to confer still more honor on himself, his friends and country.—*Georgian*.

(From our Correspondent.)

"GAREY'S FERRY, E. F. March 22, 1839.

DEAR SIR:—The news of Major Noel's death has proved to be untrue. He is alive and getting well. Gen Taylor and Staff are expected here to day. Col. Harvey leaves shortly for Indian river."

Another letter, (with an extract of which we have been favored) dated Fort Melleman, Mar. 22d, says: "Eight companies of the 4th artillery are to be relieved and proceed to Fort Columbus as soon as the 7th infantry arrives to succeed them. Capt. Brown's at Smyrna, and Capt. Washington's at St. Augustine, have not been designated for relief. By the middle of April, I think, not many of the 4th artillery will remain in the nation. The 7th infantry were daily expected at Tampa, and General Taylor will probably arrive here this evening."

From the Norfolk Beacon.

We are indebted to a friend for the following extract of a letter, dated

"U. S. STEAM BOAT ENGINEER, }  
Beaufort, (N. C.) March 20."

"We got underway from Hampton Roads on the morning of the 17th inst. and proceeded to sea. We kept at the distance of about two miles from shore, which was literally strewn with wrecks, one of which appeared to have been stranded but a few days before, as we could distinctly discern several of her crew on shore, having a tent erected for temporary shelter. A head sea prevented us from getting on as rapidly as we expected, and night coming on, we anchored under the lee of Cape Hatteras, and on the

following day arrived at the port of destination. To-morrow, the boat will be placed on duty."

[We likewise learn that the U. S. sch'r Experiment was also there, both of which are attached to the Surveying Expedition, under command of Lt. Com'd Glynn, U. S. Navy.—*Ed. Beacon*.]

TREATY BETWEEN FRANCE & MEXICO.  
OFFICIAL L.

CHARLES E. DAVID, Esq. French consul at New-Orleans, has had the kindness to communicate to us the following extract from a despatch received from Rear-Admiral BAUDIN. We feel greatly indebted to the consul for a piece of intelligence which will be considered highly interesting and agreeable to our commercial readers.—*New Orleans Bee*.

"On the 9th, in the evening, Admiral Baudin signed at Vera Cruz, with the Mexican Ministers Plenipotentiary, Don Manuel Gorostiza and General Guadalupe Victoria, a convention and treaty of peace.—Mr. Gorostiza left Vera Cruz on the morning of the 10th, for Mexico, in order to obtain from congress a ratification of the treaty.

"The Mexican ministers plenipotentiary demanded a truce of fifteen days, which was granted by the admiral, who has likewise had the port of Vera Cruz thrown open to the flags of all nations, without distinction.

"The French and foreign vessels at Vera Cruz were about to discharge their cargoes."

The Mexicans at Vera Cruz were much pleased with the treaty, and public rejoicings in consequence thereof took place on the evening of the 9th and 10th.

Mr. Packenham, the English Minister, guarantees, in the name of his government, the payment of the indemnity due to the exiled French, the conditions of which are to be hereafter fixed.

We are assured that the whole Mexican population approved of the treaty that was made in November, which formed the basis of the one now adopted.

France receives nothing to indemnify her for the expense of the war, and claimed merely the \$600,000 mentioned in her ultimatum to be paid in six months.

The English Minister signed the treaty as one of the parties, and it was expected that the English fleet before Vera Cruz would immediately sail for Europe, its object being accomplished.

The Mexican journals are of opinion that their government will not ratify the treaty.

## ARMISTICE.

The rear admiral commanding the naval forces of France in the Gulf of Mexico, and the general of division commanding the army of Mexico, considering on the one hand that a treaty of peace has this day been signed by the plenipotentiaries, and if this treaty (as we believe) shall be ratified, a good understanding will be re-established between the two nations; and on the other hand that it is the duty of belligerent parties to abridge as promptly as possible the sufferings of neutral commerce, have agreed to form an armistice in the terms following, to wit:

Art. 1. Hostilities shall be suspended for the space of 15 days, commencing on Monday the 11th inst. and the port of Vera Cruz shall be opened to all flags without distinction.

Art. 2. All merchandize not prohibited, of whatever origin it may be, on paying the usual duties, shall be admitted, conformably to the tariff now in force, and during the above space of time, and the said duties being paid, their transportation into the interior shall not be prohibited.

Art. 3. The general commanding, the advance guard of the army, binds himself to give the necessary orders that French consignees and owners of merchandize, imported into Vera Cruz by virtue of the preceding articles, as well as the persons appointed to conduct their business, may remove into and reside in said city during the space of time above mentioned.

## THE NAVY COMMISSIONERS.

*From the National Gazette.*

Messrs EDITORS.—A resolution offered by Mr. MALLORY, and adopted by the House of Representatives, directs the Secretary of the Navy to prepare and present at the commencement of the next session of Congress, a plan for dividing amongst bureaux the duties now performed by the Board of Navy Commissioners. A resolution of this kind has long been wanting, for many and loud have been the complaints made by officers of the navy against their brethren of the Navy Commissioners' office. They have been charged with undue interference in the duties of the Secretary of the Navy, and with arrogating to themselves powers not delegated by the law which created them. These things with many others, and the ability, or inability, of the members of the Board, now and heretofore, to perform their several duties, will not be adverted to. The board is doomed to die, and for the short time it has to live, let it be one of quiet and repose. Let charity draw a thick veil over its offences; and at the final consummation of its existence, let requiems be celebrated for its numerous transgressions.

In arranging the Bureaux, the Secretary must take care so to divide and apportion their duties, as to give satisfaction to the navy and the country. The officers of the navy must be convinced, and so must the nation. The plan must therefore be one to command the confidence of all. *It must be comprehensive and liberal; such as will be commensurate with the rank, dignity and power of the Republic twenty years hence;* and so arranged, that each bureau, moving within its assigned limits, cannot encroach on the bounds of another. The question of rank must not be permitted to approach even the precincts of the bureau; and if at the head of one there should be a navy officer, and at the head of another a citizen, the commission of the one is not to be invoked to give him a privilege not enjoyed by the other. The Secretary of the Navy has now the opportunity to make an advantageous arrangement, for the execution of the ministerial duties of his department. He can call to his aid the intelligence of the navy; he knows, or can know, the defect of the present system, and he must ponder well before he decides. The ability of the Secretary to perform the duty enjoined on him by the resolution, cannot be questioned, and his desire to promote the good of the service is well known to all.

DALE.

*From the Philadelphia Public Ledger.*

THE FLORIDA WAR.—In the "clamorous report of war," which has assailed our ears from the East, our difficulties at the south have been almost forgotten. In comparison with a conflict with England, the nation which, of all the world, has the greatest power to injure us, our quarrel with the Indians of Florida may sink in importance; regarded alone, it is not insignificant or unworthy the most anxious attention of the nation.

The war with the Florida Indians has now been raging for several years. In the course of its varying fortunes, almost every distinguished General in the service, except Macomb, has been tried and found wanting in the skill or ability to finish the war. The country has been assured, at several different times, that the contest was actually terminated; but the next mail brought intelligence of renewed violence, defeat, and discredit. The war has proved the greatest of promise breakers, and, in succession, several of our heroes, who imagined that they had loaded their brows with laurel, have seen their imagined glory pass away with their dream of triumph, and been forced to renew the fight with even worse prospects than at the outbreak of the war.

This "never ending, still beginning" contest, has already drawn from the public treasury an amount sufficient to startle the country. But it has cost

more in another point of view, more than any mercenary calculation can measure, more than the entire territory is worth—hundreds of gallant hearts, who were devoted to their country. Had they fallen in the field of fame, there would be no room for a murderer; but our chivalric army, though ever prompt at the call of the country, whithersoever it may lead them, entered Florida with heavy hearts. They felt that they entered it rather as executioners than warriors; that its soil bore no laurels for the soldier; and that, while he encountered every hardship from the nature of the country, and every danger from the character of the climate, he suffered without sympathy and died without fame.

And such has been their lot. Their duty has been to wade through morasses by day, and sleep on the ground at night, in the vain pursuit of a straggling and inglorious enemy. Many have perished; but who have won that fame which makes death sweet to the soldier? Many have perished—a few in the battle field; many by the stealthy shot of the assassin savage from his ambush; many from depression and disappointment; and some (one among them as gallant and gifted a spirit as ever bound a sword upon his thigh) by suicide! How much has the country lost? How many able young officers have been thus sacrificed, who were accomplished to the highest degree in military science, and panted for an opportunity to win distinction for themselves and their country? It is truly dispiriting to reflect that such men—men fit to fight the battles of the world—should be sent to die, like dogs, in the swamps of Florida, in the ignoble pursuit of vagrant Indians and runaway negroes. Those who have a nearer interest in those melancholy sacrifices, to whom they are

"A fee grief  
Due to a single breast,"

who have seen those who are dear to them, the young, the gallant, and the gifted, go, at the call of duty, to bury themselves and their high hopes and eager ambition, in that place of skulls, can never regard this war without horror. It is the only war America has ever waged, for which she has reason at once to weep and to blush.

It requires but little wisdom to discover the causes of failure after it has taken place; and it exhibits but little generosity to indulge in denunciation against those were guilty of errors which no one discovered until defeat made them manifest. We have no disposition to saddle the blunders of this war upon any one; they belong to the country at large; let the country repair them. The past is out of our power; the future may be, and must be, so influenced as to avert the continuance of a war which, under the present state of things, must be endless, and which is now a bottomless pit, where the blood and treasure of the nation are thrown in, year after year, without making the amount required hereafter to fill it one jot the less. The present aspect of the contest is in no wise more favorable than the past. The climate is not more salubrious, the country more accessible, nor the savages more disposed to fight or to treat than before. The recent fall of the gallant Captain Samuel L. Russell, who received three balls from a band of concealed Indians and fell dead upon the spot, manifests the spirit of these ruthless and desperate beings. Unless effectually conciliated or crushed, they will continue the war forever.

The possibility of a difficulty with England makes it highly important that the Florida war should be summarily concluded. "It is well to be off with the old *due* before we are on with the new." With such neighbors, excited and strengthened by a powerfully, the scenes of the last war on our southern border a frontier would be renewed, and thousands of innocent and helpless beings would again bleed beneath the tomahawk and the knife of the savage. At the last advice, too, it will be remembered that the

Winnebagoes were preparing for war against us; and unless that veteran Indian queller, Gen. Dodge, succeeds in deterring them, we will soon have the opposite extremity of our country in a flame. Nor should it be forgotten that the vast congregated masses of Indians on our southwestern frontier are known to be malcontent and murmuring. If we allow a few such difficulties as these to accumulate upon us, we shall have our hands full without a foreign foe.

What should be done? We should either conciliate or subdue them without delay. We cannot conciliate without retrogression and submission. Are we prepared for that? Rome never made peace but as a victor, and when in the worst extremities was ever most resolved in her firmness and most sublime in her dignity. Shall we reverse her policy, shiver when the first cloud passes over us, and lay down the trophies won in two wars with the first power in the world, at the feet of a beggarly tribe of Bedouin Indians? We should like to see the American who would propose it.

They must be subdued. The measure proposed by Mr. Benton in the Senate is the correct one—the armed occupation of the whole territory. We do not know the extent and efficiency of the arrangements made by his bill, but hope that it provides for a *military police* in Florida; an organized, stable, well-stationed and ample force, that would overspread the whole territory, and place its entire and effectual subjugation beyond a doubt.

Why was not this bill passed? Because our Congress has become the *grand cockpit* of the country; and the representatives of the people, instead of performing their sworn duties, gather around the *gaffed* combatants, and gaze, with wrapt interest, upon the contests constantly pending, to the exclusion of the public business. The turbulence and disorders of Congress have done more than the most envenomed opposition could do, to prevent the adoption of many measures required by the dignity and welfare of the nation. Among the subjects thus jostled aside in the congressional tumults, we may mention this important measure. The bustle and confusion incident to the commencement of the new Congress will, next winter, prevent the adoption of any vigorous measures until late in the session; and thus another year will be added to those of discredit and suffering, already numbered by the country.

## MILITARY INTELLIGENCE.

### MEDICAL DEPARTMENT.

<i>Surgeon General.</i> Thomas Lawson,	Washington.
<i>Surgeons.</i> T. G. Mower, B. F. Harney, W. V. Wheaton, Wm. Beaumont, Lyman Foot, C. A. Finlay, P. H. Craig, R. S. Satterlee, S. G. J. DeCamp, Edward Maccomb, H. S. Hawkins, Alfred W. Elwes, Robert C. Wood, H. A. Stinnecke, W. L. Wharton, Chas. S. Tripler, P. Maxwell, H. L. Heiskell, Chas. McDougall, Burton Randall, Nathan S. Jarvis, Richard Clarke,	New York. Baton Rouge. West Point. St. Louis, Fort Winnebago. Fort Monroe. Fort Jessup. Plattsburgh. Florida. Fort Leavenworth. New Orleans. Fort Crawford. Florida. Fort Gibson. Buffalo. Florida. Sackett's Harbor. Florida. Florida. Florida. Fort Constitution. Fort Niagara. Allegheny arsenal.
<i>Assistant Surgeons.</i> J. H. Sargent, T. J. C. Monroe, Sylvester Day,	

Joseph Eaton, Joseph P. Russell, R. Weighman, Benjamin King, John A. Brereton, Law. Sprague, Joel Martin, Robert Archer, Edward Worrell, A. N. McLaren, B. F. Followes, G. F. Turner, M. C. Leavenworth, J. J. B. Wright, John B. Porter, John Emerson, Henry Holt, T. Henderson, John B. Wells, John M. Cuyler, M. M. Mills, W. Hammond, George R. Clarke, Joseph H. Bailey, L. C. McPhail, L. A. Birdsall, Samuel P. Moore, Alex. F. Suter, C. M. Hitchcock, W. W. H. x on, E. B. Wolcott, W. Maffitt, B. M. Byrne, E. H. Abadie, J. Rhett. Motte, R. Southgate, J. H. Baldwin, Samuel Porry, C. McCormick, Chas. H. Laub, S. R. Arnold, Josiah Simpson, W. J. Sloan, W. S. King, James R. Conrad, W. T. Leonard, John Byrne, Ellis Hughes, D. C. De Leon, R. McSherry Jr., J. Walker, C. Noyes, B. W. Woods, G. A. Williams, Z. Pitcher,	Fort Wood, N. Y. Fort Columbus. Fort Marion. Surgeon General's office. Fort Independence. Hancock Barracks. Augusta arsenal. Florida. Florida. Florida. Florida. Florida. Florida. Jefferson Barracks. Fort Gratiot. Fort Snelling. Fort Brady. With 8th infantry. Fort Towson. Florida. Fort Smith. Mount Vernon arsenal. Fort Gibson. Florida. With 1st artillery. Florida. With 1st artillery. West Point. Fort Gibson. With 8th infantry. Florida. Florida. With 1st artillery. Fort Towson. Florida. Washington. Florida. Florida. Florida. Florida. Florida. Florida. Fort Gibson. Florida. Florida. Florida. Florida. Fort Leavenworth. Florida. Florida. Detroit.
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## NAVAL INTELLIGENCE.

<i>Captains.</i>	DUTY OR STATION.
James Barron,	Waiting orders.
Charles Stewart,	Com'd't Navy Yard, Philadelphia.
Isaac Hull,	Com'g Mediterranean squadron.
Isaac Chauncey,	President Navy Board.
Jacob Jones,	Com'g. Naval officer, Baltimore.
Charles Morris,	Commissioner Navy Board.
Lewis Warrington,	Com'd't Navy Yard, Norfolk.
Wm. M. Crane,	Com'd't Navy Yard, Portsmouth.
James Biddle,	Gov'r. Naval Asylum, Philadel'a.
Charles G. Ridgely,	Com'd't Navy Yard, New York.
Dan'l T. Patterson,	Com'd't Navy Yard, Washington.
John Downes,	Com'd't Navy Yard, Boston.
Jesse D. Elliott,	Waiting orders.
Stephen Cassin,	Waiting orders.
James Renshaw,	Waiting orders.
A. S. Wadsworth,	Commissioner Navy Board.
George C. Read,	Com'g East India squadron.
Henry E. Ballard,	On return from Pacific.
David Deacon,	Waiting orders.
Samuel Woodhouse,	Waiting orders.
Edmund P. Kennedy,	Inspector of ordnance and am'n.
Alex. J. Dallas,	Com'd't Navy Yard, Pensacola.
John B. Nielson,	Com'g Brazil squadron.
Jesse Wilkinson,	Waiting orders.
Thomas Ap C. Jones,	Waiting orders.
Wm. C. Bolton,	Waiting orders.
Wm. B. Shubrick,	Com'g West India squadron.
Alex. Claxton,	Com'g Pacific squadron.



Charles W. Morgan, Waiting orders.  
Lawrence Kearny, Waiting orders.  
Foxhall A. Parker, Waiting orders.  
Edward R. McCall, Waiting orders.  
Daniel Turner, Com'g frigate Constitution.  
David Conner, Waiting orders.  
John Gallagher, Waiting orders.  
Thomas H. Stevens, Waiting orders.  
Wm. M. Hunter, Waiting orders.  
John D. Sloat, Waiting orders.  
Matthew C. Perry, Com'g steam ship Fulton.  
Charles W. Skinner, Waiting orders.  
John T. Newton, Waiting orders.  
Joseph Smith, Com'g ship of the line Ohio.  
Lawrence Rousseau, On light house duty.  
George W. Storer, Waiting orders.  
Beverly Kennon, Com'g frigate Macedonian.  
Edw'd R. Shubrick, Waiting orders.  
Francis H. Gregory, Waiting orders.  
John H. Clark, Com'g sloop of war Lexington.  
Philip F. Voorhees, Waiting orders.  
Benjamin Cooper, Waiting orders.  
David Geisinger, Waiting orders.  
Robert F. Stockton, Com'g sloop of war Falmouth.  
Isaac McKeever, Waiting orders.  
John P. Zantzing, Waiting orders.  
Wm. D. Salter, Waiting orders.

#### Commanders.

Charles S. McCauley, Navy Yard, Philadelphia.  
Thomas M. Newell, Waiting orders.  
E. A. F. Vallette, Rendezvous, Philadelphia.  
Wm. A. Spencer, Com'g sloop Warren, W. I.  
Thomas T. Webb, Rendezvous, Norfolk.  
John Percival, Com'g sloop Cyane, Med'n.  
John H. Aulick, Navy Yard, Washington.  
Wm. V. Taylor, Ordered to ship Erie, W. I.  
Bladen Dulany, Waiting orders.  
Silas H. Stringham, Navy Yard, New York.  
Isaac Mayo, On leave.  
Wm. K. Latimer, Waiting orders.  
William Mervine, Waiting orders.  
Thomas Crabb, Com'g sloop Boston, W. Indies.  
Edward B. Babbitt, Waiting orders.  
Thomas Painie, Rendezvous, Boston.  
James Armstrong, Com'g sloop Erie, W. Indies.  
Joseph Smoot, Rendezvous, Baltimore.  
Samuel L. Breese, Com'g sloop Natchez, W. I.  
Benj. Page, jr., Waiting orders.  
John Gwinn, Com'g sloop John Adams, E. I.  
Thomas W. Wyman, Waiting orders.  
Andrew Fitzhugh, Waiting orders.  
Abr'm S. Ten Eick, On leave.  
John White, Com'g sloop Levant, W. I.  
Hiram Paulding, Waiting orders.  
J. D. Williamson, Com'g sloop Vandalia, W. I.  
Uriah P. Levy, Com'g sloop Fairfield, Brazil.  
Charles Boardman, Com'g sloop St. Louis, Pacific.  
Freuch Forrest, Com'g sloop Ontario, W. I.  
Wm. E. McKenney, Waiting orders.  
William J. Belt, Waiting orders.  
Wm. Jameson, Waiting orders.  
Wm. Bocrum, Waiting orders.  
C. L. Williamson, Waiting orders.  
Charles Gauntt, Waiting orders.  
William Ramsay, Waiting orders.  
Ralph Voorhees, On leave.  
Henry Henry, Waiting orders.  
S. W. Downing, Com'g rec'g ship Hudson, N. Y.  
Henry W. Ogden, Waiting orders.  
Eben'r Ridgeway, Waiting orders.  
Thomas A. Conover, Navy Yard, Portsmouth.  
John C. Long, Waiting orders.  
John H. Graham, Navy Yard, Pensacola.  
James M. McClutosh, Navy Yard, Boston.  
Josiah Tattall, Navy Yard, Norfolk.  
Hugh N. Page, Rendezvous, New York.  
William Inman, Waiting orders.  
Stephen Champlin, Waiting orders.  
Joel Abbot, Waiting orders.  
Lew'n E. Simonds, Waiting orders.  
John M. Dale, Waiting orders.

### MARRIAGE.

At the Navy Yard, Washington city, by the Rev. Mr. Hawley, DAVAD D. PORTER, of the United States navy, to GEORGIANNE, youngest daughter of Commo. D. T. PATTERSON.

## ARMY.

### OFFICIAL.

#### SPECIAL ORDERS.

March 28—A board of officers, consisting of Lt. Col. Clarke, 8th inf., Major Erving, 4th arty., and Major Mackay, Qr. Mr., to examine and report on the condition of the barracks and quarters at Fort Columbus.

No. 18, March 29—Leave of absence for two months to Bvt. Major R. B. Lee, Commissary of Subsistence.

No. 19, April 3—Surgeon Randall, to duty at Carlisle Barracks.

No. 20, April 4—Capt. Simonton, 1st dragoons, relieved from duty in the Indian Department, and ordered hence to Carlisle Barracks, for temporary duty.

#### RECRUITING SERVICE.

The disposable recruits at Pittsburg, Pa., Newport, Ky., and Louisville, Ky., ordered to Fort Crawford, via Jefferson Barracks, where they will be joined by all the recruits enlisted for the 8th infantry at that place and St. Louis, Mo. The detachment will exceed 100 men.

#### RENDEZVOUS ESTABLISHED.

Portsmouth, N. H., for 1st artillery, under Capt. Dimick, 1st arty.

Brattleborough, Vt., for 1st arty., under 1st Lieut. Burke, 1st arty.

Rangor, Me., for 1st arty., under ——— 1st arty.

Augusta, Me., for 1st arty., under ——— 1st arty.

Bath, N. Y., for 8th inf., under 2d Lt. Browne, Sinf.

#### RENDEZVOUS CLOSED.

Whitehall, N. Y. Lancaster, Pa.

## NAVY.

### ORDERS.

March 26—Comm'r. H. Henry, detached from Rendezvous, Baltimore, on account of ill health.

P. Mid. H. Waddell, detd. from ship Fulton.

P. Mid. A. F. V. Gray, Depot of charts, &c. Wash'n

23—Mid. B. F. B. Hunter, frigate Constitution.

P. Mid. E. Middleton, Navy Yard New York.

29—Gunner S. G. City, Ordinary, do

Mid. J. C. Henry, Naval school, do

Purser S. P. Todd, Naval asylum, Philadelphia.

30—Lieut. C. W. Chauncey, S. C. Rowan, A.

A. Griffith, and R. W. Meade; Surgeon S. Sharp, and

Passed Mid. W. H. Ball, R. Bacho, O. H. Berryman,

F. Clinton, L. Handy, A. A. Holcombe, C. P. Pat-

terson, D. D. Porter, J. L. Ring, and R. Wainwright,

const survey, under command of Lieut. T. R. Gedney

Apr. 1—Comm'r. S. L. Breese, Rendezvous, Baltimore

Surgeon J. M. Foltz, Hospital duties on shore, con-

nected with the Mediterranean squadron.

2—Asst. Sur. V. L. Godon, Naval Asylum, Phila-

delphia Vice N. Pinkney, relieved.

#### RESIGNATION.

Mar 29—Thomas M. Randlett, acting, Boatswain.

#### U. S. VESSELS OF WAR REPORTED.

WEST INDIA SQUADRON—Ship Natchez, Commander Page, sailed from Port au Prince, March 11, for Jamaica. Officers and crew all well.

BAZIL SQUADRON—Ship Fairfield, Lt. Com'dt Mackenzie, was at Monte Video on the 20th Jan., to sail on the 1st February for Rio. Crew slightly indisposed, but no alarming sickness prevalent.

MEDITERRANEAN SQUADRON—Ship Cyane, Comm'r. Percival, sailed from Marseilles, Feb. 20, on a cruise.

EAST INDIA SQUADRON—Frigate Columbia, Commo. Read, and ship John Adams, Comm'r. Wyman, arrived at Ceylon, and sailed again on the 29th Nov. for the west coast of Sumatra.

U. S. Cutter Dexter, Day, arrived at Charleston, 27th ult., from a cruise between that place and St. Mary's, via Brunswick, (Ga.) superintending the Buys on the different bars.

## DEATH.

At Madison Barracks, Sackett's Harbor, N. Y., on the 17th ult., after an illness of one week, in the 28th year of her age, Mrs. MARGARET JOHNS wife of Lieut. THOMAS JOHNS, of the 9th regiment U. S. infantry, and daughter of ROBERT GETTY, Esq., of Georgetown, D. C.

# ARMY AND NAVY CHRONICLE.

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WASHINGTON, THURSDAY, APRIL 11, 1839.

[WHOLE No. 225.]

## MISCELLANY.

*From the London Times.*

### AMERICAN MARINE.

A CHAPTER FROM THE FORTHCOMING WORK OF CAPTAIN MARRYAT ON AMERICA.

It may be inferred that I naturally directed my attention to every thing connected with the American marine, and circumstances eventually induced me to search much more minutely into particulars than at first I had intended to do.

The present force of the American navy is rated as follows:

<i>Ships of the Line.</i>	
Of 120 guns,	1
80 guns,	7
74 guns,	3
Total,	—11
<i>Frigates, (1st class.)</i>	
Of 54 guns,	1
44 guns,	14
Total,	—15
<i>Frigates, (2d class.)</i>	
Of 36 guns,	2
<i>Sloops.</i>	
Of 20 guns,	12
18 guns,	8
Total,	—20
<i>Schooners.</i>	
Of 10 guns,	6
Others,	7
Total,	—13
Grand total,	56

The ratings of these vessels will, however, very much mislead people as to the real strength of the armament. The 74's and 80's are in weight of broadside equal to most three decked ships; the first class frigates are double banked, of the scantling, and carrying the complement of men, of our 74's. The sloops are equally powerful in proportion to their ratings, most of them carrying long guns. Although flush vessels, they are little inferior to a 38-gun frigate in scantling, and are much too powerful for any that we have in our service, under the same denomination of rating.

It is impossible not to be struck with the beautiful architecture in most of these vessels. The Pennsylvania, rated 120 guns, on four decks, carrying 146, is not by any means so perfect as some of the line of battle ships. The Ohio is, as far as I am a judge, the perfection of a ship of the line. But in every class you cannot but admire the superiority of the models and workmanship. The dock yards in America are small, and not equal to what they may eventually require. They certainly do not require such establishments or such storehouses as we have, as their timber and hemp are at hand when required; but they are very deficient both in dry and wet docks. Properly speaking, they have no great naval depot. This arises from the jealous feeling existing between the several States. A bill brought into Congress to expend so many thousand dollars upon the dockyard at Boston, in Massachusetts, would be immediately opposed by the State of New York, and an amendment proposed to transfer the works intended to their dockyard at Brooklyn. The other States who possess dockyards would also assert their right, and thus they will fight for their respective establishments until the bill is lost, and the bone of contention falls to the ground.

It is remarkable that along the whole of the eastern coast of America, from Halifax, in Nova Scotia,

down to Pensacola, in the Gulf of Mexico, there is not one good open harbor. The majority of the American harbors are barred at the entrance, so as to preclude a fleet running out and in to manœuvre at pleasure; indeed, if the tide does not serve, there are few of them in which a line of battle ship, hard pressed, could take refuge. A good spacious harbor, easy of access, like that of Halifax, in Nova Scotia, is one of the few, perhaps the only, natural advantage wanting in the United States.

[Here follows an epitome of the American navy list, with the rates of pay.]

It will be perceived by the above list, how very much better all classes in the American service are paid in comparison with those in our service. But let it not be supposed that this liberality is a matter of choice on the part of the American Government; on the contrary, it is one of necessity. There never was, nor ever will be, any thing like liberality under a democratic form of government. The navy is a favorite source, it is true, but the officers of the American navy have not one cent more than they are entitled to, or absolutely require. In a country like America, where any one by industry and application may become an independent, if not a wealthy man, in a few years it would be impossible for the Government to procure officers if they were not tolerably paid—no parents would permit their children to enter the service unless they were enabled to keep up a respectable appearance by their allowances; and in America every thing, from the annuitant, or person not making money, and living upon his income, is much dearer than with us. The Government, therefore, are obliged to pay them, or young men would not embark in the profession; for it is not in America as it is with us, every department filled up, and no room for those who would crowd in; so that in the eagerness to obtain respectable employment emolument becomes a secondary consideration. It may, however, be worth while to put in juxtaposition the sums paid to officers of respective ranks in the two navies of England and America.

Officers.	America.	Eng'd.
	£	£
Half-pay Post Captains, senior on leave, corresponding to Commodore or Rear Admiral in England,	730	456
Post Captains off duty, (that is, duty on shore,)	730	
On leave,	825	191
Commanders, off sea duty,	440	
In yards, and on leave,	880	155
Lieutenants—shore duty,	815	
Waiting orders, or on leave,	250	90
Passed mid-shipmen—full pay,	166	25
Half-pay,	125	0
Midshipmen—full pay,	83	25
Half pay,	63	0

My object in making the comparison between the two services is not with an invidious feeling. More expensive as America certainly is, still the disproportion is such as must create surprise; and if it requires such a sum for an American officer to support himself in a creditable and gentlemanlike manner, what can be expected from the English officer with his miserable pittance, which is totally inadequate for his rank and station? Notwithstanding which our officers do keep up their appearance as gentlemen, and those who have no half pay support themselves; and I point this out, that when Mr. Hume or other gentlemen clamor against the expense of our naval force, they may not be ignorant of one fact, which is, that not only on half pay, but

when on active service, one half at least of the expenses necessarily incurred by our officers to support themselves according to their rank, and to entertain and keep their ships in proper order, is, three times out of four, paid out of their own pockets, or those of their relatives, and that without constraint, as long as they are not checked in their legitimate claims to promotion.

During my sojourn in the United States I became acquainted with a large portion of the senior officers of the American navy, and I found them gifted, gentlemanlike, and liberal. With them I could converse freely upon all points relative to the last war, and always found them ready to admit all that could be expected. The American naval officers certainly form a strong contrast with the majority of their countrymen, and proved by their enlightened and liberal ideas how much the Americans in general would be improved if they had had the same means of comparison with other countries which the naval officers by their profession have obtained. Their partial successes during the late war were often the cause of discourse, and conducted with candour and frankness on both sides. No unpleasant feeling was ever raised by any argument with them on the subject, while the question raised among their "free and enlightened" brother citizens, who knew nothing of the matter, was certain to bring down upon me such a torrent of bombast, falsehood, and ignorance, as required all my philosophy to put up with, with apparent indifference. But I must now take my leave of the American navy to refer to their merchant marine.

Before I went to the United States, I was aware that a large portion of our seamen were in their employ. I knew that the whole line of packets, which is very extensive, was manned by British seamen, but it was not until I arrived in the States that I discovered the real state of the case.

During my occasional residence at New York, I was surprised to find myself so constantly called upon by English seamen who had served under me in the different ships I had commanded since the peace. Every day seven or eight would call upon me, touch their hats, and remind me in what ships and in what capacity they had done their duty. I had frequent conversations with them, and found out that their own expression, "We are all here, sir," was strictly true. To the why and wherefore, the answer was invariably the same: "15 dollars a month, sir." Some of them, I recollect, told me that they were going down to New Orleans, because the sickly season was coming on, and during the time that the yellow fever raged they had always had a great advance of wages, sometimes as high as 30 dollars per month. I did not attempt to dissuade them: they were just as right to risk their lives from contagion at 30 dollars a month, as to stand and be fired at at 15 a day. The circumstance of so many of my own men being in American ships, and their assertion that there were no other sailors than English in New York, induced me to enter very minutely into my investigation, of which the following are the results.

The United States, correctly speaking, have no common seamen, or seamen bred up as apprentices before the mast; indeed, a little reflection will point out how unlikely it is that she ever should have, or should have had; for who would submit to such a dog's life at the best, or what parent would consent that his children should wear out an existence of hardship and dependence, when they can so easily render them independent on shore? The same period of time requisite for a man to learn his duty as an able seaman, and be qualified for the pittance of 15 dollars per month, would be sufficient to establish a young man as an independent or even wealthy landowner, factor, or merchant on shore. That there are classes in America who do go to sea is certain,

and who and what these are I shall hereafter point out; but it may be positively asserted that, unless by escaping from his parents at an early age, and before his education is complete, he becomes, as it were, lost, there is no instance of a white boy being sent out to sea to be brought up as a foremast man in the United States of America.

The whole amount of tonnage of the American mercantile marine may be taken in round numbers at 2,000,000 tons, which may be subdivided as follows:

REGISTERED.	
Foreign trade,	Tons. 700,000
Whale fishery,	130,000
ENROLLED.	
Coasting trade,	920,000
Steam,	150,000
Coast fisheries,	100,000
Total,	2,000,000

The American merchant vessels are generally sailed with fewer men than the British. We calculate five men to 100 tons, which I believe to be about the truth. Mr. Carey, in his work, estimates the proportion of seamen in American vessels to be four and one third to every 100 tons, and I shall assume his calculation as correct. The number of men employed in the American mercantile navy will then be as follows:

	Men.
Foreign trade,	30,333
Whale fishery,	5,633
Coasting trade,	39,000
Steam,	6,500
Coast Fisheries,	4,333
	85,799

And now I will submit, from the examinations I have made, the proportions of American and British seamen which are contained in this aggregate of 85,799 men.

In the foreign trade, we have to deduct the masters of the ships; the mates, and the boys who are apprenticed to learn their duty and rise to mates, and their masters, not to serve before the mast. These I estimate at—

Masters,	1,500
Mates,	3,000
Apprentices,	1,500
Do. colored men, as cooks, stewards, &c.	2,000
	8,000

Which, deducted from 30,333, will leave 22,333 seamen in the foreign trade, who, with a slight intermixture of Swedes, Danes, and more rarely Americans, may all be asserted to be British seamen.

The next item is that of the men employed in the whale fishery, and, as near as I can ascertain the fact, the proportions are two thirds Americans to one third English. The total is 5,633, out of which 3,756 are Americans, and 1,877 British seamen.

The coasting trade employs 39,000 men; but a small proportion of them can be considered as seamen, as it embraces all the internal river navigation.

The steam navigation employs 6,500 men, of whom, of course, not one in ten is a seaman. I shall refer to them hereafter.

The fisheries for cod and herring employ about 4,333 men; they are a mixture of Americans, Nova Scotians, and British; but the proportions cannot be ascertained; it is supposed that about one-half are British subjects, i. e. 2,166.

As my subsequent remarks will prove, I do not think that I am at all overrating when I estimate that the Americans employ at least 30,000 of our seamen in their service. The questions which are now to be considered, are the nature of the various

branches in which the seamen employed in the American marine are engaged, how far they will be available to America in case of a war. The coasting trade is chiefly composed of sloops manned by two or three men and boys. The captain is invariably part if not whole owner of the vessel, and those employed are generally his sons, who work for their father, or some emigrant Irishmen, who, after a few months, are fully equal to this sort of fresh water sailing. From the coasting trade, therefore, America would gain no assistance. Indeed, the majority of the coasting trade is so confined to the interior, that it would not receive much check from a war with a foreign country.

The coast fisheries might afford a few seamen—but very few, certainly not the men required to man her ships of war. As in the coasting trade, they are mostly owners or partners. In the whale fishery much the same system prevails; it is a speculation, and the men embark stipulating for such a proportion of the fish caught as their share of the profits; they are generally well to do, connected together, and are the least likely of all to volunteer on board of the American navy. They would speculate in privateers if they did any thing.

From steam navigation, of course, no seamen can be obtained.

Now, as all service is voluntary, it is evident that the only chance that America has of manning her navy is from the 30,000 British seamen in her employ, the other branches of navigation either not producing seamen, or those employed in them being too independent in situation to serve as foremast men. When I was at the different seaports I made repeated inquiries as to the fact if ever a lad was sent to sea as a foremast man, and I never could ascertain that it ever was the case. Those who are sent as apprentices, are learning their duty to receive the rating of mates, and ultimately fulfil the office of captains; and it may be here remarked, that many Americans, after serving as captain for a few years, return on shore, and become opulent merchants—the knowledge which they have gained during their maritime career proving of the greatest advantage to them. There are a number of free black and colored lads, who are sent to sea, and who eventually serve as stewards and cooks; but it will be observed, that these master's mates are not people who will enter before the mast and submit to the rigorous discipline of a Government vessel, and the cooks and stewards are not seamen; so that the whole dependence of the American navy, in case of war, is upon the British seamen who are employed in her foreign trade and whale fisheries, and in her men of war, in commission during the peace.

If America brings up none of her people to a seafaring life before the mast, now that her population is upwards of 13,000,000, still less likely was she to have done it when her population was less, and the openings to wealth by other channels were even greater, from whence it may be fairly inferred—

That during our continued struggle with France, when America had the carrying trade in her hands, that her vessels were chiefly manned by British seamen.

That when the war broke out between the two countries, the same British seamen who were in her employ manned her ships of war and privateers.

It may be surmised that British seamen would refuse to be employed against their country. Some might; but there is no character so devoid of all principle as the British sailor and soldier. In Dibdin's songs, we certainly have another version, "True to his country and King," &c., but I am afraid that they do not deserve it; soldiers and sailors are mercenaries; they risk their lives for money—it is their trade, and if they can get higher wages, they never consider the justice of the cause or whom they fight for. [Now America is a coun-

try peculiarly favorable for those who have little conscience or reflection; they speak the same language, the wages are much higher, spirits are much cheaper, and the fear of detection or punishment is trifling; nay, there is none; for in five minutes a British seaman may be made a *bona fide* American citizen, and of course an American seaman, and it is not surprising, after sailing for years out of the American ports in American vessels, that the men, in case of war, should take the oath and serve. It is necessary for any one wanting to become an American citizen that he should give notice of his intention; this notice gives him, as soon as he has signed, all the rights of an American citizen, excepting that of voting at elections, which requires a longer time, as specified in each State. The declaration is as follows:

"That it is his *bona fide* intention to become a citizen of the United States, and to renounce for ever all allegiance and fidelity to any foreign power, potentate, state, or sovereignty whatever, and particularly to Victoria, Queen of the United Kingdom of Great Britain and Ireland, to whom he is now a subject."

Having signed this document, and it being publicly registered, he becomes a citizen, and may be sworn to as such by any captain of merchant vessel or man of war, if it is so required.

Now there are two points ascertained from the above remarks.

1. That America always has obtained, and for a long period to come will obtain, her seamen altogether from Great Britain.

2. That the seamen can be naturalized immediately, and become American seamen by law.

To which we may add—

That under present circumstances, England is under the necessity of raising seamen not only for her own navy, but also for the Americans; and that in proportion as the commerce and shipping of America shall increase, so will the demand upon us become more onerous; and that should we fail in producing the number of seamen necessary for both services, the Americans will always be full manned, and any defalcation must fall upon ourselves.

And it may be added, that in all cases the Americans have the choice and refusal of our men; and, therefore, they have invariably all the prime and best seamen which we have raised.

The cause of this is simple and well known: it is the difference between the wages paid in the merchant vessels of the two nations:

American ships per month,	£3 10
British ships, do	2 2 to 2 10
American men of war,	2 0
British men of war,	1 14

It will be observed that in the American men of war, the able seamen's pay is only £2; the consequence is, that they remain for months in port without being able to obtain men.

But we must pass by this cause, and now look to the cause of the cause, or, in other words, how is it that the Americans are able to give such high wages to our seamen as to select any number of our best men for their service; and how it is that they can compete with, and even underbid, our merchant vessels in freight, at the same time that they sail them at a greater expense.

This has been occasioned partly from circumstances and partly from a series of mismanagement on our part, and partly from the fear of impressment; but the principal cause may be ascribed to the former peculiar unscientific mode of calculating the tonnage of our vessels, the error of which system induced the merchants to build their ships so as to evade the heavy channel and river duties, and thus all the first principles of naval architecture were disregarded, and the sailing properties of vessels considered of no consequence.

The fact is, that we have overtaxed our shipping to carry as much freight as possible, and at the same time to pay as few of the onerous duties. Our mercantile shipping generally assume more of the form of floating boxes of merchandise than sailing vessels, and by the false method of measuring the tonnage, they were enabled to carry 600 tons, when by measurement they were only taxed as being of the burden of 400 tons; but every increase of tonnage thus surreptitiously obtained, was accompanied with a decrease in the sailing properties of the vessels. Circumstances, however, rendered this of less importance during the war, as few vessels ran without the protection of a convoy, and it must be also observed, that vessels being employed in one trade only, such as the West India, Canada, Mediterranean, &c., their voyages during the year were limited, and they were, for a certain portion of the year, unemployed.

During the war, the fear of impressment was certainly a strong inducement for our seamen to enter into the American vessels, and naturalize themselves as American subjects; but they were also stimulated, even at that period, by higher wages, as they are now that the fear of impressment no longer operates upon them.

It appears, then, that from various causes, our merchant vessels have lost their sailing properties, while the Americans are the fastest sailers in the world; and it is for that reason, and no other, that, although sailing at a much greater expense, the Americans can afford to outbid us, and take all our best seamen.

An American vessel is in no particular trade, she is ready and willing to take freight anywhere when offered. She sails so fast that she can make three voyages while one of our vessels can make but two; consequently she has the preference as being the better manned and giving the quickest return to the merchant; and as she receives three freights while the English vessel only receives two, it is clear that the extra freight will more than compensate for the extra expense that the vessel sails at in consequence of paying extra wages to the seamen. Add to this, that the captains, generally speaking, being better paid, are better informed and more active men; that they get through their work with fewer hands from having all the picked seamen, and that the activity on board is followed up and supported by an equal activity on the part of the agents and factors on shore; and you have the true cause why America can afford to pay and secure for herself all our best seamen.

One thing is evident, that it is a mere question of pounds, shillings, and pence between us and America; and that the same men who now serve in the American service, would, if our wages were higher than those offered by America, immediately return to us and leave her destitute.

That it would be worth the while of this country, in case of a war with the United States, to offer £1 a head to able seamen in most certain. It would swell the naval estimate, but it would shorten the duration of the war, and in the end would probably be the saving of many millions. But the question is, cannot and ought not something to be done, now in time of peace, to relieve our mercantile shipping interest, and hold out a bounty for a return to those true principles of naval architecture, the deviation from which has now proved to be attended with such serious consequences.

Fast sailing vessels will always be able to pay higher wages than others, as what they lose in increase of duty expense, they will gain by the short time in which the voyage is accomplished; but it is by encouragement alone that we can expect that the change will take place. Surely some of the onerous duties imposed by the Trinity House, might be removed, not from the present class of vessels, as upon those built hereafter with first-rate sailing pro-

perties; and, indeed, it is to be questioned whether, now that Greenwich Hospital has become so enormously wealthy, and has so few pensioners to support, the charges of lights, &c., ought not to be put upon her, and thus the mercantile navy be relieved. These, however, are considerations which must be attended with a much fuller investigation than I have the means of obtaining; but these are considerations of vital importance to our maritime superiority, and as such should be immediately weighed by the Government of Great Britain, and a committee be appointed for the purpose.

*From the New York Journal of Commerce.*

**THE FRENCH SOUTH POLAR EXPEDITION.**—The ship *Caledonia*, under the command of that intelligent and talented voyager, Captain B. F. Pendleton, recently arrived at Stonington, from the Pacific.

The *Caledonia* was fitted out to perform her voyage to the Pacific under the agency of one of the most patriotic and enterprising citizens of the celebrated borough of Stonington, so conspicuous in those adventurous voyages to the South Seas.

On her outward passage, a few days after her departure from the Western Islands, where she had touched for refreshments, to preserve the health of her crew, she had the misfortune to have that baneful disease, the small pox, break out among her crew, whereby her first officer and fourteen other persons were taken down and confined to their berths with it. This meritorious young commander, in a praiseworthy example, nothing daunted, promptly took upon himself the comforting duty of physician and nurse; nevertheless, in spite of all his ardour, and painful attention, this most afflicting disease proved fatal to S. George, their cooper, a worthy and valuable a mechanic, says Capt. P., as ever took tool in hand. Such a deprivation made it absolutely necessary to put into port, to fill again the berth. Maldonado, in the river La Platte, was selected, and there the ship anchored, to favor the sick, and procure a cooper.

Having again shipped one, and the first officer and men recovered, the C. proceeded on her voyage, doubling Cape Horn. In the Pacific, on the coast of Chili, she procured her cargo. While thus engaged, it became necessary to put into Talcahuana for refreshments, in order to the preservation of the health of the crew. There Capt. P. met with Louis Philippe's royal discovery squadron, consisting of two corvette ships, under the command of Commodore D'Urville, out on the French South Polar Scientific Expedition. A portion of their crews were now invalids on shore, on their recovery from the sea scurvy; having lost some men by this disease previous to their arrival at this port. The Commodore, who possessed a full share of that French national gentlemanly politeness, that is so obviously courteous and creditable to the French, (particularly in their navy officers,) on learning that Captain P. had voyaged to the South Shetland islands, received him with much urbanity; became freely communicative; observed that they had discovered an extensive continent in about the longitude of Cape Horn, to the south of the 60th degree of latitude, (which to Capt. Pendleton's certain personal knowledge can be no other than *Palmer's Land*, discovered by the Americans in 1820 and '21,\*) and that they had explored many leagues of its icy coast, where among the ice islands and bergs the whales were innumerable. The briny pyramidal shower from the blows of those Leviathans of the deep, were continually in view during the day light, in every direction, and were constantly so near, and around the corvettes, that ever and anon could be heard the sounding roar of those

\* Let Yankee enterprise have its due.

giants of the ocean, breaking through the air in their spoutings to obtain their respiration.

The ships were forced to quit their interesting exploration of its coasts, owing to their officers and seamen being lamentably and discouragingly attacked with sea scurvy, occasioned by the wet, unapproved construction of their vessels, they being not well adapted to favor and preserve the health of those on board, in such a high latitude, sea, and climate, during and in an exposed and arduous service in that icy region.

Capt. Pendleton at different times and seasons having had occasion to visit several ports on the coast of Chili, in want of refreshments, gives decidedly the preference to Talcahuana over all others on that coast, for whale ships to touch at, in want of those indispensable necessities. St. Carlos is an excellent harbor; but ships at times will be several days in working again their passage from it out to sea. E. G.

*From the Montreal Courier.*

Should a war unfortunately arise between Great Britain and the United States, its effects will be more severely felt in the two countries than those of any former contest which either ever engaged in. We do not speak now of the unnatural character of a bloody contest between people of the same origin, language, religion, habits, and laws—between father and son—or, of the resources of the two countries, and of the intellectual and physical energy, the proud spirit and unyielding determination that mark their respective inhabitants, all of which would aggravate the consequence of a rupture; we allude, particularly, to the extent of commercial intercourse, to the amount of their mutual dependence on each other for the supply of the necessities and luxuries of life. This is far greater than it is generally supposed. According to a parliamentary return, of the trade of the United Kingdom, for the year ending the 5th January, 1832, there was exported to the United States, British and Irish manufactures to the value (official) of £12,596,173; and, against this, there was produced, chiefly cotton, imported from the same, to the value (official) of £8,970,342. Since that period the intercourse between the two countries has considerably increased; and, if three or four millions be added to the above sums, respectively, a pretty correct estimate of the value of the trade between them may be arrived at. This, however, is not the only tie of interest, however extensive its ramifications, that binds the two nations to "keep the peace" towards each other. A large amount of American stocks is held in England, not less, it is calculated, than £25,000,000. When these circumstances are considered, not to mention others of a less appreciable, but not less important or binding kind, it must be allowed that the history of the world presents no parallel to the present relative position of the two countries, and that past experience could furnish no data on which to calculate the loss both would sustain by a war, or the effects on their respective populations from a sudden and violent suspension of their commercial connections.

**IMPROVED POWER OF LIGHTHOUSES.**—Lieut. Drummond, three or four years ago, produced from gases thrown on lime, what he called a white light, the flame of which was so intensely brilliant, that by means of a polished reflector, it could be discerned at sea for upwards of five times the usual distance. The difficulty, however, of getting men to manage the gases was so great that this superb light still continues unemployed; but something of the same sort, exhibited by a Mr. Gurney, on Friday last, at the Polytechnic Institution, will probably meet with a better fate, though far less ingenious and effective, from its superior approach to practicability. This light is on the principle of an argand lamp, with the

addition, conducted through its centre, of a jet or stream of oxygen, which displaces the mere atmosphere air, and, by consuming the heavy oleaginous smoke inseparable from the burner, produces a flame of increased paleness, and therefore of increased visibility.—*London Chronicle.*

**CAPT. MARRYAT AND THE BRAZILIAN NAVY.**

—The following letter from Capt. Marryatt has been published in the London newspapers:

"SIR: You will oblige me by contradicting a report which has appeared in your paper, as well as in many others, of my having accepted the command of the Brazilian Navy. No such offer has been made to me, nor am I the least inclined to serve under any other flag than that of my own country. I am, sir, your obedient servant,

F. MARRYATT.

PARIS, Feb. 16.—A royal ordonnance, dated 14th inst., promotes Captain Casy, late commander of the *Hercule*, during the cruise of the Prince de Joinville previous to the expedition against Mexico, to the rank of Rear-Admiral, vice Admiral Bandin, promoted. Another ordonnance, dated the 15th, confers on Rear-Admiral Casy the post of Major General of the Marine at Toulon, vice Rear Admiral Massieu de Clerval.

*European correspondence of the N. York American.*

PARIS, Dec. 5, 1838.—I witnessed, the 30th ult., for the third or fourth time, the degradation of soldiers in the Place Vendôme. The spectacle is not merely impressive; it has produced in me, each time, strong emotion; and since I first saw it, I have not been surprised at the instances of suicide which it has occasioned at the moment of infliction. After a soldier is sentenced for desertion, theft, or other offence severely penal, detachments and officers from all the regiments, of the garrison at Paris, are marched with large bands of music, to the *Place Vendôme*, under the grand column and statue of Napoleon, and the culprit or culprits are brought thither in a covered vehicle, well guarded. On the 30th ult., there were two condemned, as deserters, to five years of public labor, with a chain and massive bullet attached to the leg of each. They were stripped of their uniform, and covered with a dark-brown coarse overcoat. When the troops, in number about two thousand, were formed in a parallelogram over half the great *Place*, the officers being collected near the column, each of the deserters was run, blindfold, by several of his comrades, backward and forward, from one end of the area to the other. Then the music was stationed in the centre, and the troops paraded round their degraded comrades, from whose eyes the bandages were removed.

Nothing, within the same compass, could be finer than the general effect of the movement, as the rays of the sun glanced on the various metal equipments of the different corps, the rich uniforms of the groups of officers, and the sides of the gigantic brass column and statue. The deserters were replaced in the vehicle, and escorted to the military penitentiary. At this solemnity, as it may well be called, crowds of spectators are generally assembled on the adjacent pavements, and I have seen no concourses elsewhere in Paris, that seemed to be so attentive and so sensibly touched.

I do not recollect that I have ever gone abroad in Paris, in the day time, without having heard the sound of the drum, and encountered military companies or strollers. All the troops of the garrison are well clad and well fed; the great majority are young men, rather under the middle size; so many look like mere lads, that the observer can hardly persuade himself of their competency for a conflict with the robust British and German men-at-arms. We know, however, what they can accomplish in the

field. Their countenances are lively and ingenious; their service, in garrison, I should suppose to be light; they saunter, singly and in bands, in every part of Paris and its vicinity, by permission, and, in this sense, are less confined than the many thousands of college pupils. They exhibit, in the streets, the gaiety of the national character; but I have never seen them conduct themselves in a way which I could term disorderly. I have visited the interior of two of their barracks near this capital, and surveyed others when the windows were open, in different parts of France. The discipline of the interior did not edify me; numbers of the inmates were half-dressed and noisy, and there was a want of neatness and cleanliness throughout. On parade, every thing is in the best trim and array.

I have never had a predilection for standing armies and barracks; and all that I have gazed and pondered on in Europe, has rendered me more and more averse. It is a sorry sight; the hundreds of thousands of able-bodied conscripts withdrawn from productive labor, to be supported at the national cost, in the habits of barracks and garrisons, and for the purposes to which they are assigned. The principal continental governments keep up immense military establishments, more from fear of their subjects than of each other. Most of the secondary states are thus burdened far beyond the proportions of population and treasury, from various causes to which I can foresee probable aggravation, but no probable end. It is really lamentable that countries such as Holland and Belgium, eminently disposed and fitted for the best arts and labors of agriculture, commerce, and manufactures—for all beneficial internal improvement—should divert, as they do, their means and attention, to armies and fortresses, with one half, or less, of which they could even gratify their mutual animosities, and settle their disputes quite as speedily and efficiently as with the whole. If they should increase their forces to the utmost extent of their resources, they would still be unable to cope with the Great Powers.

I cannot give you an idea of the jealousy with which the Dutch guard their military stations. They have held Belgian *Maestricht*, as you know, since the revolution of 1830. In July last I wished to visit that place, merely as a traveller. I found that no one could enter without a special license from the Dutch commander, and that the license was extremely difficult to be procured. All communication was cut off between the town (of 22,000 inhabitants,) and Liège, distant only a few leagues, and between which a considerable trade had been carried on by the river Meuse.

#### LITERARY GOSSIP.

PARIS, Dec. 13, 1838.—Lieut. General Count Dupont, who lost the battle of Baylen in Spain, has recently published a poem, entitled the *Art of War*, (*L'Art de la Guerre*), in ten cantos, and in royal octavo, beautifully printed. The unfortunate commander was always a man of letters, and has employed the leisure of some years in teaching his profession, in elaborate metre, by precept and example. Each canto is devoted to one or more of the principal branches of the Art, (*les grandes parties de la Guerre*.) The French military achievements since the beginning of the Revolution are particularly commemorated in illustration of the Count's theme. He has introduced into the sixth book a military delineation of Napoleon, which strikes me as able in every respect. Notes are appended to each canto. I looked into the volume with curiosity, and was satisfied on the whole with the plan and the verse. You know that there is a poem, in five cantos, on the same subject, in the works of Frederick the Great.

OFFICIAL ARMY REGISTER, 1839.—Just published and for sale at this office. Price 50 cents. March 7.

#### LAWS OF THE UNITED STATES.

[Public—No. 36.]

AN ACT making appropriations for preventing and suppressing Indian hostilities for the year eighteen hundred and thirty-nine.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the following sums, amounting to one million eight hundred and four thousand seven hundred and seventy-four dollars, be, and the same are hereby, appropriated, out of any money in the Treasury not otherwise appropriated, to defray the expenses which have been, or may be, incurred, in preventing or suppressing the hostilities of any Indians, in the year eighteen hundred and thirty-nine; to be expended under the direction of the Secretary of War, conformably to the acts of Congress of the nineteenth of March and the second of July, eighteen hundred and thirty-six, and of the acts therein referred to:

For forage for the horses of the second dragoons, mounted volunteers and militia officers entitled to forage in kind, and for horses, mules, and oxen, in the service of trains, three hundred and ninety-two thousand eight hundred and thirty-one dollars.

For freight or transportation of military supplies of every description from the places of purchase to Florida, two hundred and fifty-four thousand six hundred and twenty-eight dollars.

For the purchase of wagons, harness, boats and lighters, horses to keep up the trains, tools, leather and other materials, for repairs, ninety-two thousand dollars.

For the transportation of supplies from the principal depots to the several posts; as well as troops when they move by water, including the hire of steamboats and other vessels for the service in the rivers and on the coasts, and the expenses of maintaining and sailing the several steamers and transport schooners connected with the operations of the army, three hundred thousand dollars.

For the hire of mechanics, laborers, mule-drivers, teamsters, and other assistants, including their subsistence, and for soldiers on extra duty, conformably to law, one hundred thousand dollars.

For the transportation of the militia or volunteers while marching to and from the scene of operations, thirty thousand dollars.

For miscellaneous expenses of all kinds, not embraced under the foregoing heads, and which, from their contingent character, cannot be specified, four hundred thousand dollars.

For accoutrements and arms for infantry and cavalry, including militia infantry and cavalry ammunition for men and field artillery, and repairs of arms, and for contingencies, seventy-one thousand dollars.

For the pay of such militia and volunteers as may have been, or may be, called into the service of the United States, in addition to the unexpended balance of the appropriation for the payment of four thousand volunteers for the year eighteen hundred and thirty-eight, one hundred and fourteen thousand three hundred and fifteen dollars.

For the purpose of holding a treaty with the Seminole Indians, five thousand dollars.

For the purchase and maintaining in active service three vessels of light draught of water, to cruise along the coast of Florida, for the protection of the lives and property of the citizens, fifty thousand dollars.

For paying the value of the horses and equipage of the Tennessee and other volunteers, who have at any time been in the service of the United States in the Territory of Florida, and which were turned over to the Government, by the order of the commanding general or other commanding officer, said value to be ascertained by the appraisement of said value when the [the] volunteers entered the service, fifty-two thousand dollars. And the provisions of acts approved and in force at various periods since eighteen hundred and twelve, authorizing payment for horses lost in the service of the United States by rangers, militia, and volunteers, are hereby revived and extended for two years, from and after the passage of this act, and under the action of the Third Auditor, shall be deemed to embrace all cases not already satisfied, of horses lost to their owners in service as aforesaid, in battle, or otherwise, when care and diligence be rendered manifest on the part of the owner;

and if the death or loss of rangers' horses shall have occurred for want of forage, if it be at places where, acting in obedience to the orders of commanding officers, forage could not have been procured by proper vigilance on the part of the owner; no payment, however, shall be made for horses or other property lost or destroyed, when the loss or destruction shall have been occasioned by the fault or neglect of the owner, or where, by the terms of the contract, the risk was upon the owner of the property; and no greater sum of money than the fifty-two thousand dollars appropriated by this section shall be drawn from the Treasury by reason of its provisions.

Sec. 2. *And be it further enacted*, That no part of the money appropriated by this act shall be applied to the payment of any volunteers, except for arrearages, or for any expenses growing out of the employment of any volunteers for the year eighteen hundred and thirty-eight.

[PUBLIC—No. 27.]

**AN ACT** making an appropriation for the protection of the northern and northwestern frontier of the United States.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled*, That the sum of five hundred thousand dollars, in addition to a former appropriation, shall be, and the same is hereby, appropriated, out of any unappropriated money in the Treasury, to defray any expenses which have been or may be incurred in protecting the northern and northwestern frontier of the United States, by the employment of steamboats, the transportation of troops and supplies, or any other extraordinary expenses attending the operations of the army in the defence of that frontier, and by culling out, under the direction of the President of the United States, any part of the militia or volunteers, according to the provisions of the constitution and laws; and such part of said sum as may be required for the latter purpose, shall be expended under the direction of the Secretary of War, conformably to the provisions of the act of Congress of January the second, seventeen hundred and ninety-five; and of the act of April the fifth, eighteen hundred and thirty-two, making appropriations for the support of the army; and of the act of March the nineteenth, eighteen hundred and thirty-six, providing for the payment of volunteer and militia corps in the service of the United States.

APPROVED, March 3, 1839.

[PUBLIC—No. 28.]

**AN ACT** to amend an act entitled "An act regulating the pay and emoluments of brevet officers," passed April the sixteenth, eighteen hundred and eighteen.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled*, That from and after the passage of this act, the act entitled "An act regulating the pay and emoluments of brevet officers," approved April sixteenth, eighteen hundred and eighteen, be, and the same shall be, so construed, as to include the case of the Adjutant General of the United States.

APPROVED, March 3, 1839.

[RESOLUTION -- PUBLIC—No. 3.]

**A RESOLUTION** to authorize the purchase of an island in the river Delaware, called the Pea Patch, and for other purposes.

*Resolved, by the Senate and House of Representatives of the United States of America in Congress assembled*, That the Secretary of War be, and he is hereby, authorized and required to take all necessary measures to try the title of the United States to the island in the Delaware, commonly called the Pea Patch, by submitting all the questions growing out of the conflicting claims of the United States and the individual claimants, to the courts of law; and if it shall appear, to the satisfaction of the said Secretary, that the title is not vested in the United States, and the possession thereof is indispensable to the public interests, he is hereby authorized to purchase the same from the legal owner or owners thereof, either by appraisement or such other manner as he may deem most expedient, subject to the approval of Congress.

APPROVED, March 3, 1839.

## SELECTED POETRY.

The "LIFE OF HARTON AND OLNEY," by Mrs. Williams, a name not unknown to fame, is the biography of two revolutionary heroes, the former the capturer of General Prescott. For this gallant enterprise, Gen. Harton received a sword and a vote of thanks from Congress. We met with the following poetic effusion in the life of the first named hero, which is new to us, and may be equally so to our readers — *Albany Daily Advertiser*.

### BOMBARDMENT OF BRISTOL.

In seventeen hundred and seventy-five,  
Old Bristol town was much surprised  
By a pack of thievish villains,  
That will not work to get their livings.

October 'twas the seventh day,  
As I have heard the people say,  
Wallace, his name be ever curst,  
Came in our harbor just at dusk.

And there his ships did safely moor,  
And quickly sent his barge on shore,  
With orders that should not be broke,  
Or they might expect a smoke.

Demanding that the magistrates  
Should quickly come on board his ships,  
And let him have some sheep and cattle,  
Or they might expect a battle.

At eight o'clock, by signal given,  
Our peaceful atmosphere was riven  
By British balls, both grape and round,  
As plenty afterwards were found.

But oh! to hear the doleful cries  
Of people running for their lives!  
Women, with children in their arms,  
Running away to the farms!

With all their firing and their skill,  
They did not any person kill;  
Neither was any person hurt,  
But the Reverend Parson Burt.

And as he was not killed by a ball,  
As judged by jurors, one and all;  
But being in a sickly state,  
He frightened fell, which proved his fate.

Another truth to you I'll tell,  
That you may see they levelled well;  
For aiming to kill the people,  
They fired their shot into a steeple.

The fired low, they fired high,  
The women scream, the children cry;  
And all their firing and their racket  
Shot off the topmast of a packet.

### THE WAR.

The annexed happy hit at the unending Florida War is from a "down east" paper:

Ever since the creation,  
By the best calculation,  
The Florida war has been raging,  
And 'tis our expectation  
That the last conflagration  
Will find us the same contest waging!

And yet 'tis not an endless war,  
As facts will plainly show,  
Having been "ended" forty times  
In twenty months or so.

Sam Jones, Sam Jones, thou great unwhipped,  
Thou mak'st a world of bother,  
Indeed, we quite suspect thou art,  
One Davy Jones' brother.

"The war is ended," comes the news,  
We've caught them in our gin;  
The war is ended, past a doubt,  
"Sam Jones has just come in!"

But, hark! next day the tune we change,  
And sing a counter strain;  
"The war's not ended," for, behold,  
Sam Jones is out again!



And ever and anon we hear,  
Proclaimed in cheering tones,  
Our General's had—a battle?—no,  
A "talk with Samuel Jones!"

For aught we see, while ocean rolls,  
(As though these crazy Seminole  
Were doubly nerve'd and sinew'd,)  
Nor art nor force can e'er avail,  
But like some modern premium tale,  
The war's "to be continued."

*From Poulson's American Daily Advertiser.*

#### RESPECT TO THE MEMORY OF DR. BOYD.

The Surgeons and Assistant Surgeons of the Navy, on the Philadelphia station, having heard with emotions of deep regret of the death of Dr. THOMAS J. BOYD, a Surgeon in the Navy, assembled at the Navy Yard, on Friday the 29th of March, in order to express the high respect and esteem they entertain for the talents and virtues of their distinguished professional associate and beloved brother officer; their regret at the loss which his friends, his family, and the service have suffered by his early death, and the unfeigned affection they cherish for his memory.

On motion of Dr. HARRIS, the meeting was organized by calling Dr. BARTON to the Chair, and Dr. GEORGE W. PEETE, to act as Secretary. Dr. MORGAN delivered the following address to the meeting; and presented the annexed resolutions, which were unanimously adopted.

**MR. CHAIRMAN**—From the relation in which I stand towards my friend, the late Dr. BOYD, I feel it my duty to take part in paying due respect to his memory.

It does not seem necessary or proper, however, on an occasion like the present, to dwell in terms of eulogy, on the excellent character of our deceased and lamented friend. True sorrow is in its nature mute. The voice of praise cannot mitigate grief, nor "soothe the dull cold ear of death."

Most of us were personally acquainted with Dr. BOYD, and all who knew him can attest the singleness and integrity of purpose which distinguished his whole life, and the innocence and purity of his heart. He has left this world too soon for those who survive him, but not too soon for himself, and has left to his children the most valuable legacy they could receive from him—a bright example of charity and good will to men, of fervent, unostentatious piety, and a spotless name.

I beg leave to submit for your consideration the following resolutions:—

**Resolved**, That in the death of Dr. THOMAS J. BOYD, the medical profession has lost one of its brightest ornaments, the navy one of its best officers, and society one of its purest and most valuable members.

**Resolved**, That we deplore the event which has deprived his country of his services, in the prime of his life and usefulness, and his family of their protector and virtuous guide.

**Resolved**, That we will manifest our high estimation for his public and private virtues, by the usual badge of mourning, and our respect for his memory by requesting his friend, Dr. Geo. S. Sproston, to furnish a biographical memoir of the deceased for publication.

**Resolved**, That a committee be appointed to communicate the proceedings of this meeting to the family of the deceased, and to express to them the sympathising sorrow of his friends and brother officers.

Doctors Morgan, Greene, and Ruschenberger, were appointed a committee to carry into effect the above resolution. Dr. W. P. C. BARTON, *Chairman*.

Dr. GEO. W. PEETE, *Secretary*.

**LIFE INSURANCE**.—As illustrative of the benefit of life insurance, we may mention that the sum of five thousand dollars is to be paid by the Pennsylvania Life Insurance Company of this city to the family of the late Dr. Boyd, of the U. S. Navy, who died in New York a few days since, in the prime of life, after a brief illness.—*Pennsylvanian*.

WASHINGTON CITY;  
THURSDAY, ..... APRIL 11, 1839.

**END OF A REVOLUTIONARY VETERAN**.—It is wisely ordained for our peace of mind here, that we shall not know the manner or the period of the termination of our mortal existence: Or, as Pope beautifully expresses it—

Heaven from all creatures hides the book of fate;  
All but the page prescribed—the present state.

A knowledge of the time and manner of our end, let them occur under as favorable auspices as are ever allotted to man, would only fill us with dread of the approaching hour which would seem to us to hurry on with rapid pace. With the lover, time always lags; but with the criminal bound to the gallows, he runs too fast.

Of the band of patriots who struggled manfully and successfully for our Independence, but a small portion remain among us to witness the rapid increase of our prosperity. Time is daily gathering them to reap the reward of their labors in a better world, and if we cannot smooth the rugged pathway of life in their journey towards its close, we can at least offer our prayers and sincere wishes for an easy and comfortable road. The circumstances attending the last end of one of these heroes have lately been communicated to us; and humble though the part he bore in that struggle, and as humble his station in society, we would raise our voice, if not to snatch them from oblivion, at least to offer our meed of respect for the memory and gratitude for the services of each and every one of that more than Spartan band.

MOSES KELLY, a soldier of the Revolution, for whose services and privations the country had thought it sufficient to bestow a pension of *three dollars per month*,—at the advanced age of ninety—of venerable appearance—whose movements manifested that the fire of youth and the spirit of our sires were not extinct in his veins—whose carriage was but little bent by the weight of years—lately took a journey from Cincinnati to Washington, a distance of 500 miles, with a view to obtain an increase of pension. On his way hither, between Reisterstown and Baltimore, two heartless villains, who could not have possessed one spark of pity, honesty, or gratitude, robbed him of his little stock of money and clothing, and he arrived here penniless. Making his situation and the object of his visit known, KELLY was conducted to the Pension Office, but was unsuccessful in accomplishing the purpose of his visit—the laws could afford him no further relief. His case, however, coming to the ears of some of our army officers, with that generous sympathy for which they are so proverbial, and notwithstanding the repeated calls upon their charity, they very soon made up a purse of **FIFTY DOLLARS**. The boards at Brown's Hotel liberally contributed the further sum of **SIXTY DOLLARS**; so that what at first appeared as an irreparable loss to our wayworn traveller was not only made good, but he was provided with a small capital which would insure his expenses home, and leave something for his support afterwards. Mr. BROWN, the liberal

host of the Indian Queen, refused all compensation for entertaining the old hero at his house. One of the officers, with a provident foresight, had taken care to convert KELLY's capital into United States Bank notes and gold—a sure passport through any part of Uncle Sam's domains.

KELLY might be compared to a scathed oak in a forest of vigorous saplings; his trunk was left, but its branches were lopped off—his offspring had preceded him to the tomb, and he was left childless.

With a comparatively light heart, KELLY started on his journey homeward, and being provided with a letter to Messrs. STOCKTON & CO., the enterprising stage proprietors, of Baltimore, they generously franked the veteran in their line "scot free" to Wheeling; and we would that we could add the pleasing information that he reached his home in safety. But we have a far different story to relate—that of his death by accident.

A letter was received a few days since by a gentleman in this city, from WM. FREY, Esq., the postmaster at Somersfield, Somerset county, Pa., giving the melancholy intelligence that the old soldier had been upset in the stage near that place, by which accident his collar bone was broken, and he was otherwise so seriously injured that no hopes of his recovery were entertained. Though languishing on the bed of pain, the veteran was not unkindly of those who had assisted him here in his distress; he dictated a letter expressing his grateful acknowledgments to the gentlemen in Washington who had aided him; and as he might not, in all probability, have another opportunity to make his feelings known to them, he could not die in peace until he had eased his overcharged heart.

Another letter from Mr. FREY, under date of the 26th March, announces that poor KELLY had breathed his last. Every attention that kindness could dictate was extended to him during the few days that he lingered on the bed of death, and his remains were followed to the grave by the clergy and many respectable citizens of Somersfield.

In the North American Review for January, 1839, is a notice of "STEPHEN'S Travels in the East," written, it is understood, by the late Secretary of War, Gov. CASS, who, it will be remembered, passed over subsequently a portion of the country described by Mr. STEPHENS, when he made a tour in the U. S. frigate Constitution, with Commodore ELLIOTT. On Mr. STEPHENS's visit to Mehemet Ali, Pasha of Egypt, the previous visit of Commodore PATTERSON in the U. S. ship Delaware was mentioned, and the Reviewer thus speaks of the 'incident.'

"We take pleasure in transcribing the following tribute of justice, and in adding our own feeble testimony to its truth. 'He,' the Pasha, 'knew America from a circumstance, which I afterwards found had done wonders in giving her a name and character in the East: the visit of Commodore PATTERSON, in the ship Delaware.' That gentleman has left behind him an enviable reputation in the various

countries of the Mediterranean, which he visited. We have followed him in his route, and have heard but one report of his hospitality, urbanity, and correct demeanor. His superb ship was a proud monument of the naval skill of his country, and the conduct of her officers and crew confirmed the favorable impression she was fitted to produce."

Maj. Gen. SCOTT arrived in Washington on Thursday, 4th instant, and left again last evening, for his head quarters at Elizabethtown, N. J.

Maj. Gen. JESUP will leave the city in a day or two, for his residence in Kentucky. It is understood that he will return shortly with his family.

The Board mentioned in our last number adjourned on Monday. The naval architects, we understand, are still in session, but it is probable will adjourn to meet again in Philadelphia some time next week.

#### *Correspondence of the Army and Navy Chronicle.*

FORT KING, FLA., March 7, 1839.

DEAR SIR: General TAYLOR arrived here yesterday, accompanied by his staff, and Col. T. CROSS, Assistant Quartermaster General. Capt. MACKAY and Lieut. BLAKE, Topographical Engineers, are ordered to set about the surveys of the country to be occupied with the "system of squares." This plan proposed by General Taylor, and lately sanctioned by the War Department, and which has created no little discussion among the people of Florida and army officers in the country, is simply this: The peninsula between the Georgia line and a line parallel to it from a point on the Oklawaha, ten miles south of Fort King, is to be cut up into squares of twenty miles. In the middle of each, or as near the middle as health will permit, a small work will be built, garrisoned according to the nature of the country; generally, however, one company is deemed sufficient, one-third of them being mounted. If you take the map and divide the country in this manner, the results of the plan are obvious. Each officer in command of a district is held responsible that no Indians remain for a long time in it, or at least that they commit no murders or depredations with impunity. If the scouting party, daily sent out by the officer of each garrison, discovers a body of Indians too large for its immediate attack, how easily can a force sufficiently strong be raised from the contiguous posts? The Indians will find it impossible to remain, or even to come within the districts. One reply can be brought against the objections to this plan. Every other heretofore tried has failed, and the only proof of the inefficacy of any plan is experience.

The regiments will be more concentrated than they now are; the troops will be relieved of the toil and hardships they have so long undergone; the inhabitants of Florida, driven from their homes, can return; while ample protection is afforded to new comers. And, more than all, the expenditures of the public money (although greatly lessened during the present campaign) will be brought down to a mere trifle. This plan is very similar to that pro-

posed in the United States Senate by Mr. Benton, with the advantage of being less expensive. And, indeed, when we compare the two, we will readily conclude General Taylor's to be the more effectual plan for the expulsion of the Indians and the restoration of quiet to the genial clime so long disturbed by the vicissitudes of war. Among the turbulent principles of human nature, is that which prompts men to find fault with things they cannot remedy; to cavil at projects they cannot improve; to express dissatisfaction on opinions, when to substitute a better would puzzle them beyond measure. Give the project a fair trial, and if it fails, its originator will have the consolation to know that he is no more unfortunate than his predecessors.

Yours, truly,

TUSTENAKEE-THLOKO.

—  
FORT HEILEMAN,

Garey's Ferry, Fla., April 5, 1839.

The General-in-chief and Aide, and Captain Edmund Schriver, Assistant Adjutant General, arrived here at day-break this morning, when an appropriate salute was fired. General Taylor has been here for some time, awaiting the arrival of General Maccomb.

Three companies of the 4th Artillery have left for the north.

#### ITEMS.

Gen. MACOMB and staff arrived at Savannah, on Thursday, 28th ult., in the steamboat Richmond, from Charleston.

Assistant Surgeon J. B. WELLS, U. S. A., arrived at Little Rock, on the 10th ult., from Fort Towson, and left on the 12th, on his way to the east, on furlough.

At the last term of the Criminal Court at Alexandria, D. C., a *nolle prosequi* was entered by the District Attorney, with the consent of the Court, in the case of the U. States vs. R. B. Randolph, formerly a Lieutenant in the navy, for an assault and battery on Andrew Jackson, late President of the United States.

#### Correspondence of the Journal of Commerce.

MARSEILLES, Feb. 19.—The brig Powhattan, while going out of our harbor last night, got on shore by the pilot, and was obliged to put back to repair. Had it not been for assistance rendered by the Captain and officers of the U. S. ship Cyane, she would have been lost. Much credit is due Capt. Percival, his officers and men, for their exertions in getting her off the rocks, and bringing her into port. She will be obliged to heave down to ascertain the extent of damage.

LITTLE ROCK, March 25.—The steamboat Ozark arrived here on Wednesday last, from New Orleans, with 105 United States troops, for Fort Gibson, under the command of Capt. DE HART, of the U. S. army.

The steamer Little Rock arrived on Thursday last, with about the same number. She left on Friday for Fort Gibson.—*Times*.

A fire occurred in Portsmouth, Va., on Wednesday, the 3d inst. The Norfolk Beacon says: a friend in Portsmouth speaks of the conduct of Lieutenant PIERCY, of the U. S. navy, as daring and worthy of all praise. He was in the midst of danger, and disregarded all personal considerations in his generous purpose to arrest the progress of the flames.

The British sloop, of war Modeste, Commander Eyres, went to sea from the quarantine ground, New York, on Sunday last. *Erimoda* is said to be her destination.

#### ARRIVALS AT WASHINGTON.

April 1—Col. W. J. Worth, 8th infy.  
Lieut. W. R. Palmer, Top. Engs., Mrs. Ulrich's.  
Lieut. J. E. Johnston, do. do.  
4—Major Gen. W. Scott, Col. Campbell's.  
Lieut. G. H. Pegrum, A. D. C., Fuller's.  
Capt. E. Harding, Ordnance, Gadsby's.  
5—Major J. D. Graham, Top. Engs., 7 Baldwins.  
Capt. J. M. Washington, 4th army, Gadsby's.  
6—Col. J. Bankhead, 2d arty., do.  
Major J. Erving, 4th arty., Mrs. Latimer's.  
9—Major W. H. Chase, Engns., Gadsby's.  
10—Lieut. W. Potter, 7th infy., Mrs. Hill's.

#### LETTERS ADVERTISED.

NORFOLK, April 1, 1839.

NAVY—Comm'r Wm Boring; Lieutenants C Kennedy, M F Maury, A F V Gray, J R Tucker, Samuel E Munn 2, W C Whittle, W D Porter, Arthur Lewis, Drs Thos Dillard, D C McLeod, Jas M Green, W L Van Horn, S C Lawraon, Wm Plumstead, C D Maxwell, Sam'l Mosley 2; Rev'd P B Wilmer; Mid Wm H Adams, H H Harrison, W Bartlett, Wilson, C O Richie.

NEW ORLEANS, March 27, 1839.

ARMY—Gen J E Wool 3.

NAVY—Lt Junius Boyle 2, Lt W A C Farragut.

#### PASSENGERS.

NEW ORLEANS, March 25, per steamboat United States, from St. Louis, Capt. H S Turner, of the army.  
SAVANNAH, April 4, per ship *Celia*, from New York, Lieut. J. Hayden, of the army.

CHARLESTON, April 6, per steam packet *South Carolina*, from Baltimore, Lieut. C. J. Hughes, of the army.

#### ARRIVALS AT PHILADELPHIA.

April 2—Col. Worth, Lt. Talcott, Lt. J. A. Thomas, army.

April 3—Lieut. T. R. Gedney, navy; Dr. Wells and lady, Lieut. West, army.

April 4—Major J. D. Graham, army.

April 5—Capt. McCall, navy; Lt. W. Frazer, army.

April 6—Lt. W. H. Emory, army.

April 7-8—Eugene Rodgers, Dr. J. M. Foltz, navy.

#### COMMUNICATIONS.

##### THE NAVY, AS IT SHOULD BE.

If we desire to arrive at eminence in any profession, it becomes necessary to devote our time, an undivided application, and diligent and persevering attention to every subject, however remote, calculated to advance us towards the attainment of our wishes. In the naval profession this diligence is doubly necessary, as much more depends on a proficiency in its votaries than those of any other profession whatever. A neglect of the requisite application, and consequent ignorance, on the part of those engaged in other pursuits, recoils merely on their own heads, and exposes themselves alone to the consequences, which seldom extend beyond ridicule and contempt; but in the naval service, more serious consequences are involved—the honor of the country, its flag, the lives of valuable citizens, and public property, are all staked on the competency of its officers. These are weighty considerations, and should be sufficient to arouse all the energies of those who embrace this honorable and responsible profession.

From the first moment of entering the service, the aspirant should look forward to its highest honors; the summit should be his constant aim; and to prepare himself to pass through the various grades with honor, it will be necessary to devote the most constant attention to the acquisition of knowledge, not only by a diligent attention to duty (in which it

should be his endeavor to take the lead) and close observation, but by studying attentively the best works on every branch of the profession. Obedience and a respectful subordination is another acquisition of primary importance to form the character of a good officer. A youth of discernment will soon perceive the necessity of discipline, and will do all in his power to aid in its most rigid demands. This course of conduct, invariably pursued, will gain for him the esteem of his superiors, command the respect of his equals and inferiors, and the approbation of all; and will soon qualify him for honorable preferment.

Perhaps there is no spectacle which can be presented, more gratifying to a beholder than that of a well disciplined man of war; a ship, under full sail, moving majestically "like a thing of life," is justly regarded as a beautiful object; but to appreciate her perfections, you must go on board, examine the interior of the "world within," observe the neatness of appearance, the order and celerity of movement, the silence, the cheerful, healthy, happy countenances of her crew. These are the beauties of a ship, the attendants of discipline, the result of ability in the commander, sustained by the zealous support of competent, intelligent officers. Observe her movements; at one moment you see her a "cloud" of sail, the next it vanishes as if by magic; at exercise of guns, all is silence and rapid motion; no sound of voice but in the word of command; in company with another ship, particularly of a foreign nation, life and emulation beam on every countenance; anxiety to excel predominates in every bosom; a *fauz pas* at such a time, when even the little side boy feels his honor at stake, would be esteemed a calamity overwhelming all with shame and confusion.

Such were the ships with the stars and stripes waving proudly over their gallant crews, that by their prowess compelled the gallant flag of "Old England" reluctantly to yield. This prowess was attained by that patient and laborious process which alone can give efficiency to courage. Their discipline and performance were such as became ships of a nation where all are volunteers, where all should be stimulated by love of country. It should be the pride of an American to submit to, and sustain, the strictest discipline, knowing as he must that by a superiority in this important particular, added to skill, (its consequent,) our present high reputation was achieved; and that by skill and discipline alone can it be sustained.

It was a maxim of Roman discipline, I think, in the time of their Emperors, that a soldier, to be perfect, should "be more afraid of his officers than the enemy." Such base motives we spurn; Americans will always do their duty from the most exalted and ennobling sentiments—love of country, and the glory of its banners; fearing nothing but defeat. A capitious, quibbling, murmuring, spirit evinces a total absence of that patient, enduring, manly pride which should adorn the character of an American officer, which scorns to complain at the necessary and unavoidable restraints of a wholesome discipline. The misunderstandings which will sometimes occur in service ("to err is human") should be confined within the limits of the "family circle," and not be blazoned forth to the world. They are more easily reconciled, when confined to those who are so deeply interested in their amicable adjustment, than when forced on public attention, to the injury of the navy, the grief of its friends, and the destruction of that harmony which should always exist among the members of an honorable profession. The present differences and laxity of discipline in the navy are the theme of every day discussion. Is it not then the duty as well as interest of every officer to do all in his power to restore the service to that state which the country has a right to expect? It is said the first step to be taken towards the reformation of the world, is for each one to begin and reform himself. If we

adopt this principle in the navy, from the greatest even to the least, subordination and discipline will again shine forth her proud characteristic. C.

#### CITIZEN APPOINTMENTS IN THE ARMY.

MR. EDITOR: I have observed, in some of the late numbers of the Chronicle, a disposition on the part of two or three correspondents—who, it is presumed, are very young men—to interfere with the duties of the Hon. Secretary of War, touching the appointment in the army of *ci-devant* cadets, who did not graduate.

The unusual number of vacancies in the army has rendered it necessary of late years, as formerly, to fill a portion of them by appointments from civil life, and in making the selections for that purpose, it is well known to all, who know any thing of his character, that the Hon. Secretary has acted with an eye single to the good of the country, and the best interest of the service.

If individuals have been selected, who were once cadets, it was doubtless because they were deemed better qualified for the appointments than those who never received any military instruction at all; and with this view, all the circumstances considered, their derelictions at the Academy, if any, may have been overlooked on the ground of expediency, or perhaps the appointment of some of these has been only a matter of "justice long delayed." I think every graduate will admit that a young man's having been compelled to leave West Point is no proof either of unworthiness, or inability to become a good officer; and it is the province of the Secretary of War to judge of these cases.

Any young man of ordinary capacity (and this is no disparagement to the Institution) who enters the military Academy, may graduate, if he conducts himself properly—if he does not so conduct, he must abide the chance of being detected in his deviations from discipline and dismissed from the corps of Cadets. His offence may be sufficiently heinous to disqualify him from holding any office either civil or military; his conduct may betray an inherent turpitude of principle, or something of a kind which would render him unfit for responsibility or confidence; but such cases seldom, very seldom, have occurred, and the Department, whatever might be the emergency, would never appoint such men officers in the army.

We are not to regard every graduate, either, whether he be an officer of the Eastern, or "Western Division," as a prodigy. We have known young men of inferior abilities to graduate high in "General Merit," while others of elevated intellect, men whose capacities we have envied in vain, have, through the thoughtlessness and folly of youth, or perhaps a misapplication of their powers, been found deficient at the examination, and dismissed accordingly. So in "conduct," many a Cadet, with seven or eight hundred "demerit" recorded against his name, has obtained his diploma at last; and others, with little or none, *less fortunate*, have been court-martialed or struck from the rolls, even for resenting a personal insult. And in one case, not many years since, a young man was compelled to sacrifice his warrant of cadetship to visit a dying sister, although he had been two years at the Academy without a leave of absence; his resignation, tendered at the time, was not accepted for years, if it ever was. Discipline sometimes requires these things, but who will say that this young man's conduct incapacitated him for an appointment in the army after his class had graduated? Instances have lately occurred through inadvertence, it is true, of the appointment of individuals previous to the promotion of their class, but that is to be rectified, all in due time, and by the Hon. Secretary himself. But whatever may come to pass, it ill becomes young officers of the army, who have been educated at their country's expense—who owe what they are, both in acquirements and

standing, to facilities afforded them by their Government—to give vent to their jealousy in futile and left-handed slings at the Department which has fostered them.

If any other feeling than jealousy, or a disposition to monopolise, is the incentive of these "grognards," if, as they might, but cannot, induce us to believe, the interest of the service is their motive, let them bear in mind that the Hon. Joel R. Poinsett is no less actuated by it; and that the welfare of the army and country, not the gratification of grumblers, is the basis of all his official conduct. CIT.

#### GEN. TAYLOR, AND THE MISSOURI VOLUNTEERS.

Among those Senators who discussed the merits of Col. BENTON's bill for the armed occupation of Florida, and for other purposes, was Senator LINN, of Missouri. Without a general or particular knowledge of this gentleman, (although he occupies the honorable and distinguished position of Senator,) we must be permitted to look upon him as one of three characters, to wit: a mistaken man, an intoxicated man, or a falsifier. We view him in those lights only when reading the remarks uttered by him on the bill in question.

It is well known, that during the winter of 1837, on the 25th day of December, Colonel Z. TAYLOR, commanding a column of the army, met and fought a large body of Seminole Indians, in a swamp and hammock bordering on the immense lake Okeechobee. The battle was most disastrous in its results to the army, but the Indians were beaten and fled; and from that day have never made any stand against any portion of our troops. Among the troops under command of Col. Taylor, was a regiment of Missouri Volunteers, and a Spy Battalion from the same State. The first was commanded by the gallant Col. GENTRY, the last by Lieut. Col. MORGAN. In the official report of the battle Col. Taylor stated truth, the whole truth, and—I was about to add, nothing but the truth. He was too lenient upon the Missourians, and why? Because their brave leader, in the hour of death, said to Colonel Taylor, "Sir, I know you will do me justice! But, for the honor of Missouri, be as easy as possible upon the Volunteers!" Colonel Taylor never accused the Missourians of cowardice; yet it has been repeatedly charged upon them by officers who were in the battle; more especially by one who is lauded to the third heaven by Senator Linn.

The question is, can the charge of cowardice be proven? Most certain is it that every word contained in Col. Taylor's report can be substantiated beyond the shadow of a doubt; and if men's actions are indices of their emotions, the free and enlightened portion of Senator Linn's constituents on the shores of the Okeechobee, Dec. 25th, 1837, were most essentially bewildered, if not frightened.

Notwithstanding the vials of wrath outpoured upon the head of Colonel Taylor, by the Volunteers, (fourteen of whom signed a paper, the paragraphs of which contradict each other,) in their private capacity, and as members of the Legislature, he would not have noticed them; but when men in high places, possessing, as they may, the lowest minds, proclaim to the country that the commanding officer at the battle of Okeechobee was afraid! that the Missourians suffered "great slaughter!" that the regular army is not calculated for the warfare! then it becomes necessary for some one to answer these slanders; and most glad are we to hear that General Taylor has resolved to call for a court at the earliest day practicable.

What possible motive could General Taylor have had to misrepresent the conduct of the Missouri Volunteers? Himself a western man, having spent a great share of his life almost among the Missourians; many of his warmest friends being citizens of that

State; how is it possible he should wilfully and maliciously, or even accidentally, misrepresent their conduct on the day above alluded to? Possessing, as he did, nothing but the best feelings for the people of that State, is it not rather to be supposed he would go out of his way to uphold and excuse any deviation from rectitude, rather than blame them for acts of which they were guiltless? Such is the natural supposition. K.

#### THE FLORIDA WAR—CAPT. THISTLE.

MR. EDITOR:—A writer in your Chronicle of Thursday last, under the signature of L., indulges in some ill-advised remarks on my late memorial, in which he assumes that I have reflected unkindly on the army in the late Florida campaign.

If the writer will examine the memorial and accompanying documents, he will at once see the error into which he has fallen. So far from imputing any thing unfavorable to the army, my aim and my language therein have uniformly been complimentary to it. Although Mr. L. fearlessly asserts what he knows, and the public likewise, to be a falsehood, that "the volunteers have never stood their ground in any instance of close contest." It is needless for me to say much on that subject, for the community will hold him up to scorn. "Facts are stubborn things," and it is high time they should be known and remembered. So much for Mr. L.

I will trouble the reader with only two instances in a campaign of three months, in 1836, which came under my own observation, wherein the volunteers stood their ground in close "contest with the enemy," viz: on the 29th February, 1836, on the banks of the Withlacoochee, and on the 31st of March following, in the cove of the Withlacoochee; for confirmation of which I can safely refer to Gen. Gaines, Col. Twiggs, Col. Foster, Major Hitchcock, and Surg. Gen. Lawson, and many other officers.

Of my proposed plan of operations the public must judge; but my motive in an effort to relieve the army from duties onerous beyond all example, or even description, was certainly not a subject for censure.

The discrimination attempted to be made between the merits of the army and the volunteer forces, I shall not touch; nor shall I suffer myself to be drawn into a controversy with any writer who may assume so untenable and unprofitable a position.

The Philadelphia volunteers who served with me in Florida, and now tender their services again, enjoy as they deserve, and as has been fully manifested, the confidence and respect of their Government. In selecting me again to command them, it is seen with pleasure that their confidence has not been impaired.

If the writer be an officer, and is anxious to perform duties in the warm and inhospitable climate of Florida, I shall not dispute his taste, and surely not detract from the few and dearly bought honors to be gained there.

I shall say nothing of myself—my superior officers will give me all the merit to which I lay claim.

Very respectfully,

H. L. THISTLE,

Late Senior Capt. com'g Philadelphia Volunteers.

#### DOMESTIC INTELLIGENCE.

##### FLORIDA WAR.

ST. AUGUSTINE, March 30.—Lieut. Col. HARNY, 2d dragoons, sailed for the military posts south on the 27th inst. Two Indians and a negro accompanied him, as guides and interpreter.

The 4th artillery is ordered north.

The Topographical survey of the military districts, as contemplated by Gen. TAYLOR, is rapidly progressing. A corporal attached to the command acting with Capt. MACKAY, T. E., was killed in the

Etanaya scrub, about a fortnight since. The Indians escaped.

General Macomb is expected at Black creek to-day. It is said that the object of his visit is to hold an interview with the enemy. It is further stated that the General is furnished with dollars by way of closing the war.

It will be gratifying to the many friends of Major J. S. LITTLE, U. S. army, to learn that his health is greatly improved, since his residence in the island of Cuba. Recent letters inform us, that his recovery has been rapid; and indications will be holden out that he will be spared to continue an ornament to the service to which he belongs.—*News.*

**SEMINOLES.**—Steamer *Buckeye* passed up the river yesterday afternoon, having on board one hundred and forty-three Seminole Indians, besides sixty two negroes, owned by the Indians, bound to Fort Gibson. Capt. P. Morrison, Superintendent, L. H. Sere, conductor.—*Natchez Free Trader, March 29.*

*Correspondence of the Savannah Georgian.*

GABEY'S FERRY, E. F., March 29.

MY DEAR SIR: The transfer of the 4th artillery to the northern station has commenced. One company under the command of Lieut. Williams, embarked yesterday for New York harbor, in the schr. Thorn; Surgeon De Camp, medical officer. The remainder of the regiment will follow as they are relieved by companies of the 7th infantry; General Taylor is here.

The particulars of the loss of Lieut. H. J. PAUL, are given in the annexed letter:—*N. Orleans Bulletin.*

U. S. SHIP *VANDALIA*, off Tampico Bar, }  
March 11th, 1839. }

**MESSENGERS EDITORS:** About one o'clock yesterday morning, being about forty miles to the northward and eastward of our present anchorage, acting Lieut. Henry J. Paul, whilst relieving the deck, lost his foothold and fell overboard from the poop.

In falling he struck the after gun and was so stunned that he was unable to reach the left buoy, which was cut away immediately by Lieut. Gist, and fell but a few feet from him. The ship was instantly hove to, and a boat lowered for the purpose of making search. During its absence blue lights and false fires were burned on board, and the sea was so lighted up that he might have been easily found. In an hour the boat returned with the left buoy, but our esteemed unfortunate mess-mate had sunk to rise no more. Very respectfully, your ob't servant,

J. VAUGHAN SMITH, Surgeon.

At a meeting of the Passed Midshipmen on the Philadelphia station, on the occasion of the loss of Passed Midshipman HENRY J. PAUL, who accidentally fell overboard from the U. S. sloop of war *Vandalia*, while relieving the deck, and was drowned, it was unanimously

*Resolved*, That we feel deep sorrow for the untimely fate of our late brother officer, and see additional cause for regret in the manner of his death;

That we will wear the usual badge of mourning, in token of our respect for his memory;

That we will communicate a copy of these resolutions to his family, with the expression of our sincere sympathy for their bereavement.

WILLIAM S. RINGGOLD, JOHN F. BORDEN,  
CHARLES CHILLON BARTON, GEORGE W. CHAPMAN,  
EDWARD S. HUTTEN, HENRY CADWALADER.

The Norfolk Beacon contains the following list of officers attached to the U. S. frigate *Constitution*, bearing the broad pennant of Commo. ALEXANDER CLAXTON. Captain, Daniel Turner.

Lieutenants, E. W. Carpenter, Wm. H. Kennon, R. R. Pinkham, Thompson D. Shaw, William Smith, Peter Turner.

Flag Lieutenant, Franklin Buchanan.

Fleet Surgeon, Thomas Dillard.

Purser, McKean Buchanan.

Acting Master, George McCreery, P. Mid.

Assistant Surgeons, Charles D. Maxwell, Samuel Jackson.

Passed Midshipmen, James E. Brown, Lewis C. Sartori, Montgomery Hunt, Maxwell Woodhull, Francis S. Haggerty.

Midshipmen, W. C. B. S. Porter, Silas Bent, Henry H. Harrison, George H. Cooper, John P. McFarland, John H. M. Madison, Richard T. Renshaw, John S. Manry, Wm. A. McCrohan, Charles W. Hays, Martin Durande, Aaron K. Hughes.

Chaplain, J. P. B. Wilmer.

Commodore's Secretary, Robert O. Glover.

First Lieutenant of Marines, J. C. Rich.

The U. S. ship *CONSTITUTION*, bearing the broad pennant of Commodore CLAXTON, will probably sail to-day or to-morrow for New York, bound to the Pacific. We wish Old Ironsides a happy time of it, and a speedy return, without incurring any such risks as are portrayed in the article in another column. The *Constitution* will not reach New York before the Great Western, if the latter left Bristol on the 23d ultimo, and may yet take out the special minister.—*Norfolk Beacon, April 8.*

**OFFICERS—EXPLORING EXPEDITION.**

Letter from the Secretary of the Navy, communicating information as to the pay and promotion of officers of the Exploring Expedition.

FEBRUARY 14, 1839.—Read, and laid upon the table.

NAVY DEPARTMENT, February 14, 1839.

SIR: In compliance with a resolution of the House of Representatives of the 11th inst. directing the Secretary of the Navy, "to inform this House what pay and emoluments are allowed to Lieutenant Wilkes, and the officers under his command, in the South-sea exploring expedition; and if any assurances have been given by the Department, that the acting appointments now held by them will be confirmed on their return to the United States; and whether the expedition is of a naval character or not," I have the honor to state:

That the pay and emoluments of Lieutenant Wilkes and the officers under his command, have not been increased by an authority derived from this Department, beyond those established by law:

That no assurances have been given by this Department, that the acting appointments now held by them will be confirmed on their return to the United States; but that, on the contrary, these appointments are expressly limited to the duration of this special service, and cease from the moment the officers are detached from the expedition:

And that the expedition is not of a military character, from the express terms of the law by which it is authorized; is strictly prohibited, by instructions, from engaging in hostilities, except in self-defence; and restricted to the peaceful purposes of extending the bounds of geographical knowledge, enlarging the sphere of science, and affording additional facilities to commercial enterprise.

Whether a consideration of the circumstances that most of the officers of the expedition were withdrawn from the coast survey, where they received additional pay; that they are engaged in a service of great exposure and probably hardship and privation, calling for the exercises of more than ordinary fortitude and endurance, shall entitle them to the emoluments which they sacrificed to enter upon this enterprise, when it is successfully accomplished, is for the wisdom and equity of Congress to decide.

I have the honor to be, with the highest respect, sir, your obedient servant, J. K. PAULDING.

Hon. SPEAKER of the House of Reps.

*From the Globe.*

We publish Gen. Scott's letter to the Secretary of War, announcing the conclusion of an amicable and honorable adjustment of the difficulties which existed on our North-eastern boundary. To the high characters of Gen. Scott and Gen. Harvey, who conducted this negotiation, and to the personal relations of friendship and regard existing between them, as well as to the earnest desire of Governor FAIRFIELD and his Republican friends to avoid a collision between the two great families of the Anglo-Saxon race, the country is indebted for this fortunate result. The matter is once again in the hands of the Federal Government, to which it rightfully belongs, and no doubt will receive the serious and prompt attention which its importance merits.

HEAD QUARTERS, EASTERN DIV., }  
Augusta, Me., March 26, 1839.

SIR: I have the happiness to enclose herewith two copies of the arrangement entered into through my agency, between the Governor of Maine and the Lieutenant Governor of the Province of New Brunswick.

The copy of my official note to Sir John Harvey, with his acceptance of the arrangement, is in the hands of the Governor of Maine, and another copy of the same official note, followed by the acceptances of the Lieutenant Governor and the Governor, was yesterday transmitted by me to Sir John Harvey. At the same time I sent him copies of two orders which were yesterday issued by the Governor of Maine—the first disbanding the thousand detached militia which has been held in reserve at this place, and the second recalling the military force of the State from the disputed territory; and directing the organization of the civil posse, that is to be held by the State in that territory. The papers so transmitted, and which bore the signature of the Governor of Maine, or that of the Adjutant General, were officially certified by me.

I trust that the arrangement between the Governor and Lieutenant Governor, together with my humble agency in bringing it about, will be satisfactory to the President and the Department. The arrangement, I have no doubt, will be executed by the parties to it in good faith and in cheerfulness. In haste,

I have the honor to remain,

With high respect, your obt<sup>d</sup> serv<sup>t</sup>,  
WINFIELD SCOTT.

HON. J. R. POINSETT,  
Secretary of War.

As proof of the friendly disposition of the Government of New Brunswick, we add the following:

GOVERNMENT HOUSE. }  
Frederickton, March 23, 1839.

MY DEAR GENERAL SCOTT: Upon my return from closing the session of the Provincial Legislature this day, I was gratified by the receipt of your very satisfactory communications of the 21st instant. My reliance upon you, my dear General, has led me to give my willing assent to the proposition which you have made yourself the acceptable medium of conveying to me, and I trust that as far as the Province and State respectively are concerned, an end will have been put, by it, to all border disputes, and a way opened to an amicable adjustment of the national question involved. I shall hope to receive the confirmation of this arrangement on the part of the State of Maine at as early a period as may be practicable; and as it is my intention to proceed to Woodstock early in the ensuing week, I request you to have the goodness to address it to me at that place.

I shall certainly use my best endeavors to protect the timber on the valley of the St. John, within the disputed territory, from depredators, and shall

probably place, for this purpose, a small civil force at the disposal of the warden.

I grieve to learn that there is so little chance of my seeing you upon the present occasion; but I wish you to give me some ground for holding that I may have that high gratification at as early a period as may be compatible with your many important and arduous duties.

Believe me to remain, my dear General, with sentiments of warm esteem, regard and respect, your faithful friend,  
J. HARVEY.

P. S. I readily consent to all my letters to you, being considered as semi-official, and thank you for the suggestion.  
J. H.

Major General Scott, &c. &c.

*From the Boston Daily Advertiser, Mar. 28.*

IMPORTANT FROM MAINE.—By the eastern mail of last evening, we have received the following, which we copy from the Augusta Tri-weekly Journal. It puts an end for the present to all the hostile measures on the frontier, and sets at rest all questions of controversy, until further instructions shall be received from the British Government. The troops of Maine will of course immediately return to their homes. Major Gen. Scott seems to have acted in this affair in the capacity of mediator.

HEAD QUARTERS, EASTERN DIVISION, U. S. A. }  
Augusta, Me March 21, 1839.

The undersigned, a Major General in the Army of the United States, being especially charged with maintaining the peace and safety of the entire Northern and Eastern frontiers, having cause to apprehend a collision of arms between the proximate forces of New Brunswick and the State of Maine on the Disputed Territory which is claimed by both, has the honor, in the sincere desire of the United States to preserve the relations of peace and amity with Great Britain—relations which might be much endangered by such untoward collision—to invite from his Excellency Major General Sir John Harvey, Lieutenant Governor, &c.—a general declaration to this effect.

That it is not the intention of the Lieutenant Governor of Her Britannic Majesty's Province of New Brunswick, under the expected renewal of negotiations between the Cabinets of London and Washington on the subject of the said disputed territory without renewed instructions to that effect from his Government, to seek to take military possession of that territory, or to seek by military force to expel therefrom the armed civil posse, or the troops of Maine.

Should the undersigned have the honor to be favored with such declaration or assurance to be by him communicated to his Excellency the Governor of the State of Maine, the undersigned does not in the least doubt that he would be immediately and fully authorized by the Governor of Maine to communicate to his Excellency, the Lieutenant Governor of New Brunswick a corresponding pacific declaration to this effect:—

That in the hope of a speedy and satisfactory settlement, by negotiation between the Governments of the United States and Great Britain, of the principal or boundary question between the State of Maine and the Province of New Brunswick, it is not the intention of the Governor of Maine, without renewed instructions from the Legislature of the State, to attempt to disturb by arms the said Province, in the possession of the Malawaska settlements, or to attempt to interrupt the usual communications between that Province and her Majesty's Upper Provinces; and that he is willing, in the mean time, to leave the question of possession and jurisdiction as they at present stand;—that is, Great Britain, holding, in fact, possession of a part of said territory, and the Government of Maine denying her right to such possession; and the State of Maine holding, in fact, possession of another portion of the same territory, to which her right is denied by Great Britain.

With this understanding the Governor of Maine, without unnecessary delay, to withdraw the Military force of the State from the said disputed territory—leaving only, under a Land Agent, a small civil posse armed or unarmed, to protect the timber recently cut, and to prevent future depredations.

Reciprocal assurances of the foregoing friendly character having been, through the undersigned, interchanged, all danger of collision between the immediate parties to the controversy will be at once removed, and time allowed the United States and Great Britain to settle amicably the great question of limits.

The undersigned has much pleasure in renewing to his Excellency, Major Gen. Sir John Harvey, the assurances of his ancient high consideration and respect.

WINFIELD SCOTT.

To a copy of the foregoing, Sir John Harvey annexed the following:

The undersigned, Major General Sir John Harvey, Lieut. Governor of her Britannic Majesty's Province of New Brunswick, having received a proposition from Major General Winfield Scott, of the United States Army, of which the foregoing is a copy, hereby, on his part, signifies his concurrence and acquiescence therein.

Sir John Harvey renews with great pleasure to Major General Scott, the assurances of his warmest personal consideration, regard and respect.

J. HARVEY.

GOVERNMENT HOUSE, FREDERICTON,

New Brunswick, March 23, 1839.

To a paper containing the note of Gen. Scott and the acceptance of Sir John Harvey, Gov. Fairfield annexed his acceptance in these words:—

EXECUTIVE DEPARTMENT, }  
Augusta, March 25, 1839. }

The undersigned, Governor of Maine, in consideration of the foregoing, the exigency for calling out the troops of Maine having ceased, has no hesitation in signifying his entire acquiescence in the proposition of Major General Scott.

The undersigned has the honor to tender to Major General Scott, the assurance of his high respect and esteem.

JOHN FAIRFIELD.

We learn that Gen. Scott has interchanged the acceptances of the Governor and Lieutenant Governor, and also that Governor Fairfield immediately issued orders recalling the troops of Maine and for organizing the civil posse that is to be continued, for the time, in the disputed territory. The troops in this town will also be immediately discharged.

**NORTHEASTERN BOUNDARY.**—The following extract from the Eclectic Review, published in London, February 1st, 1839, shows that there is no universally established opinion in England, in favor either of the validity of the British claim, or of the great value of the territory claimed:

"The Northeastern Boundary line has been a subject of national controversy ever since the treaty of Ghent in 1814. From the period of the definitive treaty of peace, in the year 1783, thirty years before, a question on that topic has never arisen. Nor would any disputed claim have appeared to this day, had it not been ascertained during the war of 1812 to 1815, that no land communication between Quebec and Halifax existed, except through the Northern part of the State of Maine, unless by a route so circuitous that it is equivalent to a non-intercourse. A claim therefore, was commenced, for all that portion of the country which thus formed a barrier to a nearly direct route between Canada and New Brunswick.

"Two facts in this connexion are remarkable. The whole contested territory, at present, is not worth a good farm near London or Boston, and the treaty which defines the boundary is just as evident, as water flowing in its natural course. A more easily decided question can scarcely be proposed, because the current of water is both visible and tangible."

Now it is therefore cheering, that the British periodicals coalesce with the judgment and feelings of American citizens on this topic, and strenuously urge the maintenance of concord.—*Boston Daily Advertiser*.

**The U. S. SHIP NATCHEZ.**—From an officer on board the Natchez, Capt. B. Page, we are in receipt of a letter dated at Ponce, in Porto Rico, February 18th, 1839. This port had never been visited by an American man-of-war. The reception of the Natchez was very flattering. The public authorities came on board, and, from their hospitable treatment, an impression was made that cannot fail to prove serviceable to American commerce, as well as productive of good to our citizens residing in Porto Rico. The harbors touched at by the Natchez were Guayama, Ponce, Patillas, Jolos, St. Bartholomew and St. Thomas. In many of these, this was the first appearance of an American ship of war. While at St. Bartholomew's, the officers and crew of the Natchez succeeded in saving an American vessel, the I. H. Stevens, from shipwreck. She was on a lee-shore, in a perilous situation, and but for the assistance rendered must have been lost. While on this cruise, the Natchez has extended relief to many American vessels in distress. Her visits to the different ports of the West Indies, where an American ship of war was seen for the first time, will no doubt benefit our commercial interests. The urbanity and courteous deportment of Captain Page and officers, left every where an impression that will prove favorable to American character, and make our Navy popular in those seas. The Natchez was to sail in a few days for St. Jago, Jamaica, &c., thence to Pensacola, where her arrival may be expected about the 28th inst. Officers and crew all well.—*New Orleans Bulletin*.

**FROM TEXAS.**—The Texian steam ship of war Zavala, Capt. Hinton, arrived at New Orleans on the 28th ult., from Galveston. The editors of the Commercial Bulletin were favored with a file of the Galveston Civilian up to the 22d ult., by one of the officers of that ship, in which the prospects of Texas were portrayed in a highly flattering manner. Emigration was increasing, and a spirit of harmony and tranquillity seemed to pervade all classes of society. Prosperity appears to be the prevailing feature in all departments of business, and arrangements were in progress for carrying on an extensive trade in cotton with England.

The subjoined is a list of the officers of the Zavala:—

A. C. Hinton, Esq., Commander.  
J. T. K. Lothrop, First Lieutenant.  
Thurston M. Taylor, Second Lieutenant.  
Edward A. Harrison, Third Lieutenant.  
Wm. Thos. Brannum, Esq., Purser.  
Ezra Read, Surgeon.  
Richard Bache, Esq., Commander's Secretary.  
Midshipmen—Alfred A. Waite, Charles B. Snow, Cyrus Cummings, Wm. Oliver, Charles F. Fuller, Daniel E. Wilber, Henry A. Cobb, Judson A. Kowe, Josiah Doyle, Samuel Whiting, jr.  
John Dickinson, Purser's Clerk.  
James Pennoyer, Esq., Chief Engineer of the Republic of Texas.  
J. W. C. Parker, Captain of Marines.  
A. H. Moore, Second Lieut. of Marines.



The following account of the distribution of troops in Upper and Lower Canada, may be relied upon as the latest which has reached this country:

#### DISTRIBUTION OF TROOPS IN CANADA.

##### LOWER CANADA—QUEBEC.

1st Bat. Coldstream Guards.  
11th Regiment.

##### MONTREAL.

7th Hussars, La Prairie.  
1st Royals. 24th Regiment.  
3d Dragoon Guards, Chambly.  
1st Batt. Grenadier Guards, La Prairie.  
15th Foot, Isle au Noix.  
66th Do. St. Johns.  
71st Light Infantry, L'Acadie.  
3 Companies 65th Regiment.  
1½ Company of Royal Artillery, with 3 12-pr. howitzers, and 3 6-pr.  
20,000 Volunteers and Militia.

The last five are formed into a brigade under Maj. Gen. Macdonald, on the south side of the St. Lawrence, and constantly in motion.

##### UPPER CANADA.

1 Squadron of Dragoon Guards.  
32d Regiment, Sandwich.  
34th Do. Amherstburgh.  
43d Light Infantry, Niagara frontier.  
65th Regiment, (3 comps.) Sorel and Kingston.  
73d 83d Do. Branford.  
85th Light Infantry, London.  
93d Regiment, Toronto.  
18,000 Volunteers and Militia.—*United Service Gaz.*

**REVOLUTIONARY ARMY.**—We find the following in an old Vermont paper: The number of regulars furnished to the Revolutionary Army were—

By New England,	147,141
By the Middle States,	56,571
By the Southern States,	56,997

It appears by the above, that New England, consisting of New Hampshire, Massachusetts, Rhode Island and Connecticut, furnished more troops for the defence of the country, than the other nine States, by 3,872. The number of troops furnished by South Carolina was 6,447—Massachusetts 67,907—Georgia 2,697—Connecticut 31,939!

**ERRATA** in vol. 8, No. 9, of Army and Navy Chronicle, Feb. 28, 1839.

In Major J. D. Graham's report upon the Military Reconnoissances of the frontier of Maine, page 132, line 3, of table of latitudes and longitudes, for "Tachevan's house," read *Tuchereau's house*.

In line 9, of same table, for "Western post office," read *Weston* post office.

Page 132, line 16 from top, 2d column, for "protection of its sea coast defences," read *perfection of its sea coast defences*.

Page 132, line 53, 2d column, for "all arguments," read *all the arguments*.

Page 133, line 29, 2d column, for "the wood ponds," read *the Wood Ponds*.

Page 134, line 64 of 2d column, for "Temiscoarta lake," read *Temiscouata (or Temisquata) lake*.

Page 135, line 55 of 1st column, for "Western post office," read *Weston* post office.

Page 136, line 14 of 1st column, for "His," read *This*. [On comparing the Chronicle with the Document from which the report was printed, we find that all these errata were contained in the copy.]

#### MILITARY INTELLIGENCE.

##### PAY DEPARTMENT.

###### Paymaster General.

Nathaa Towson, City of Washington.

###### Paymasters.

B. F. Larned,	Detroit, Mich.
T. J. Leslie,	West Point, N. Y.
D. S. Townsend,	Boston, Mass.
Daniel Randall,	Philadelphia, Pa.—on temporary duty Red River.

Charles H. Smith,	Norfolk, Va.
A. A. Massias,	New Orleans, La.
T. P. Andrews,	City of Washington.
Edmund Kirby,	Brownville, N. Y.
L. G. De Russy,	Natchitoches, La.
R. A. Forsyth,	Tampa Bay, Fla.
Adam D. Stewart,	St. Louis.
John S. Lytle,	Sick—on leave of absence.
Charles Mapea,	Tallahassee, Fla.
P. Mohlenberg,	Augusta, Ga.
Elbert Herring,	New York.
Wharton Rector,	Van Buren, Ark.
Chris. Andrews,	St. Augustine, Fla.
Donald Fraser,	Tampa Bay, Fla.

#### SUBSISTENCE DEPARTMENT.

##### Commissary General.

George Gibson, Washington.

##### Assist. Com. General.

James H. Hook, Washington.

##### Commissaries—Majors.

Joseph P. Taylor, Louisville.

Thomas W. Lendrum, Baltimore.

##### Commissaries—Captains.

Richard B. Lee, St. Louis.

John B. Grayson, New Orleans.

Amos B. Eaton, Rochester, N. Y.

John C. Casey, Under orders for New York.

#### NAVY.

##### ORDERS.

April 3—Lieuts. C. H. Kennedy, Cicero Price, C. C. Turner, Passed Mid. E. G. Parrott, W. P. McArthur, steamship Fulton.

5—Comm'r. Isaac Mayo, to command the naval forces destined to co-operate with the land forces in suppressing hostilities in Florida.

Surgeon S. Rapahe, Naval Hospital, New York.

Surgeon W. Johnson, Navy Yard, do

6—Mid. M. C. Perry, steamship Fulton.

##### U. S. VESSELS OF WAR REPORTED.

MEDITERRANEAN SQUADRON.—Ship Cyane, Comm'r Percival, at Marseilles, Feb. 23—all well.

WEST INDIA SQUADRON.—Ship Levant, Hiram Paulding, Esq., commander, went to sea from Pensacola, on Thursday afternoon, March 28, bound down the Gulf.

Ship Boston, E. B. Babbitt, Esq., commander, ready for sea at Pensacola, and would sail 31st ult., for New York, via Havana.

Frigate Macedonian and ship Erie were making preparations for sea and expected to sail in a day or two.

Packet sehr. Woodbury, Lieut. Com'dt Nicholas, at Tampico, March 14.

#### MARRIAGE.

In Pensacola, on the 26th March, Lieut. STEPHEN W. WILKINSON, of the U. S. Navy, to MARY STUART, daughter of ISAAC MIDDLETON, Esq., of that city.

#### DEATHS.

At the Naval Hospital, Norfolk, Va., on the 21st ult., JOSEPH L. OELLERS, youngest son of Capt. JAMES P. OELLERS, of the U. S. Navy, aged 25 years.

On the 25th ultimo, at Brooklyn, N. Y., of apoplexy, THOMAS J. BOYD, M. D., Surgeon U. S. Navy, 41 years of age.

##### GENERAL ORDER—NAVY YARD.

New York, March 27, 1839.

It is with sincere grief I announce to the officers and men attached to this station, the sudden death of Surgeon Thomas J. Boyd, who expired yesterday morning, at 10 o'clock, from a fit of paralysis. Since he has been with us on this station, his uniform gentlemanly and amiable deportment, and the most perfect confidence we all had in his professional acquirements, make this bereavement sincerely to be deplored. His funeral will take place this afternoon, at 4 o'clock, from his late residence near the Hospital.

CHAS. G. RIDGELY, Com'dt.  
At Brooklyn, N. Y., on the 31st ultimo, in the 73d year of her age, FRANCES, wife of FRANCIS HARMAN ELLISON, of the U. S. Navy, and eldest daughter of the late A. L. BLEESCKER.

# ARMY AND NAVY CHRONICLE.

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VOL. VIII.—No. 16.]

WASHINGTON, THURSDAY, APRIL 18, 1839.

[WHOLE No. 224.]

## MISCELLANY.

*From the New York American.*

**GEN. SCOTT.**—This distinguished man has declined the compliment doubly offered to him of a public dinner in this city. However we may regret that the opportunity will thus be lost to many of our fellow citizens of publicly testifying their cordial regard for, and high estimation of Gen. Scott, the manner and motives of his declining will only add to that estimate.

We annex the letters that passed on the occasion:

NEW YORK, April 2, 1839.

**DEAR SIR:** It is now two years since, that, inspired by the meritorious services you had rendered to our common country in Florida and Alabama, and rejoicing in the then recent approbation pronounced by the President of the United States upon the finding of a Court of Inquiry, in which those services had been brought into question, your fellow citizens of New York had the honor of inviting you to meet them at a public dinner, and of receiving your acceptance of the invitation. Unfavorable circumstances, now no longer existing, but which then weighed heavily upon this community, induced you to ask an indefinite postponement of the dinner, and influenced us, as the organs of others, to acquiesce in that request. But now that the commercial difficulties, then subsiding, have passed away, and that you, from that period to the present, have been going on from one civic triumph to another, when, in addition to the preservation of our neutral obligations on the Canada frontier, and the bloodless removal of the Cherokees from their ancient homes, you have, under circumstances of peculiar difficulty and excitement, succeeded in preventing any violation of the peace of the country, and in preserving the due subordination of the State to Federal authority, in the territory in dispute between the United States and Great Britain on the frontiers of the State of Maine—we claim the fulfilment of your pledge to meet your fellow citizens of New York at a public dinner; and our present purpose is, to invite you to name a day when the debt we rejoice in owing to you may, in part, be paid.

PHILIP HONE,  
EDWARD CURTIS,  
THADDEUS PHELPS,  
J. W. WEBB,  
AUGUSTUS FLEMING.

C. W. LAWRENCE,  
CHARLES KING,  
JACOB P. GIRAUD,  
CHARLES A. DAVIS.

NEW YORK, April 1, 1839.

**SIR:** Your friends and fellow citizens of New York have learned, with unfeigned gratification, the result of your truly glorious efforts to avert, in a manner equally honorable to both parties, occurrences which menaced a collision, that would have been deprecated by the whole civilized world, between two great nations connected by every tie that can bind together kindred people.

What you have accomplished in the recent pacification on our Eastern frontier is, however, sir, only what a knowledge of your previous career could not have failed to induce us to anticipate. As the Hero of Chippewa, your name has been for more than a quarter of a century, familiar to the whole American people, and is, in the minds of the rising generation, associated with the most memorable events of their country's history; while in the various contests which it has been your duty to carry on against savage foes, we have ever found the same talent and energy to applaud, which were so conspicuous when employed against the veterans of Europe.

But if a general, who wins laurels on the field of battle, in the vindication of a nation's honor, be entitled to our grateful recollections, how much more deserving of them must he be, by whose prudence and wisdom the necessity of a recourse to arms is averted? Without again adverting to transactions now present to the minds of all, in you we recognize the republican commander, who, though an ardent supporter of the institutions of his own country, when entrusted with the neutrality of the Canadian frontier, not only knew how to preserve and maintain the majesty of our own laws, but too well understood the duties which one nation owes to another, to foment, for the propagation of political principles, a civil war among the subjects of a neighboring and friendly power.

As a testimony of our respect and esteem, and with a view of exchanging congratulations on the most important event, to which you have recently so happily contributed, we would invite you to partake of a public dinner, in this city, on such day as it may comport with your convenience to appoint.

JAS. TALMADGE,	P. G. STUYVESANT,
W. A. DUER,	JAMES G. KING,
AARON CLARK,	DAVID B. OGDEN,
GEORGE GUTSWOLD,	N. PRIME,
SAM'L B. ROGGELES,	JAS. W. OTIS,
SAM'L WARD,	J. BLUNT,
DUDLEY SELDEN,	JOHN A. KING,
JAMES I. JONES,	PHILIP HONE,
THOS. W. LUDLOW,	AUGUSTUS FLEMING,
ROBT. RAY,	C. A. DAVIS,
JONA. PELSCOTT HALL,	G. W. BREEN,
JOHN RATHBONE, JR.,	ARCH. GRACIE,
THOS. SCOFFERN,	HENRY BREVGOORT, JR.,
B. ROBINSON,	JONA. GOODHUE,
P. PERIT,	W. B. LAWRENCE,
BENJ. L. SWAN,	RUSSELL H. NEVINS,
M. ROBINSON,	J. AMORY,
W. H. ASPINWALL,	R. M. BLATCHFORD.

HEAD QUARTERS, EASTERN DIVISION,

Washington, April 6, 1839.

**GENTLEMEN:** I have had the honor to receive your two notes, which I beg permission to consider as one—the sentiments, and many of the signers being common to both—inviting me in terms as felicitous as they are partial and flattering, to a public dinner in the city of New York, in testimony of the estimation in which you are pleased to hold my long endeavors in the service of a country that is equally dear to us all.

Among you, I have the happiness to recognise many an old and kind friend, and not an individual whom I should not be proud to make one. If, then, I find myself compelled to decline the high honor tendered by such persons, on the part of the great city of the new world, I trust you will do me the justice to believe it is from no want of reciprocal consideration and esteem.

Those sentiments are deeply impressed on my heart. But my position as a soldier, bound by peculiar ties and duties to country and government—the necessity of continuing itinerant, I know not how long, and the danger of seeming to seek, in violation of military propriety, such honors—all have recently admonished me to accept no public entertainment whatever.

In the sentiments expressed, I have the honor, gentlemen, to subscribe myself, your grateful and devoted servant,

WINFIELD SCOTT.

To Messrs. Jas. Tallmadge, Philip Hone, William A. Duer, C. W. Lawrence, Aaron Clark, A. Fleming, P. G. Stuyvesant, Charles King, Jas. G. King, Daniel Jackson, David B. Ogden, J. Watson Webb, G. Griswold, Thad. Phelps, N. Prime, C. A. Davis, S. B. Ruggles, Edw. Curtis, Samuel Ward, Jacob P. Giraud, &c. &c. &c.

*From the Pensacola Gazette.*

CAPT. W. K. LATIMER, U. S. N.—This gentleman who has been stationed for several years past at the Navy Yard near this place, and a considerable portion of the time in command, has been relieved at his request and is about to proceed to the north. Capt. Latimer, while attached to the yard, has fully sustained his high reputation as a vigilant and efficient officer, and without disparagement to other gallant officers who have been placed in similar situations, we venture to say that none have been more watchful of the public interest, having at the same time a strict regard for the rights of the citizens who were thrown in contact with him in official intercourse.

The citizens of Pensacola and its vicinity have tendered Capt. L. a public dinner as a manifestation of their high esteem for him as an officer and gentleman, which he has declined, as will appear by the subjoined correspondence:

PENSACOLA, March 18, 1839.

Capt. William K. Latimer, U. S. Navy.

DEAR SIR: It having been understood by the citizens of Pensacola and its vicinity, that you are about to leave this section of the country, the undersigned have been appointed a committee to express to you their approbation of your conduct as an officer and gentleman during your residence amongst us, for several years past, in an important public station, and to tender you a public dinner at such time as will suit your convenience, as a small manifestation of their esteem and respect. The citizens of Pensacola and its vicinity would be doing injustice to their own feelings if they were to withhold from you their testimony of the able and efficient manner in which you have discharged the responsible duties that have devolved upon you, and that while you were ever alive to the best interests of the Government, your official and private intercourse with the citizen was always distinguished by a strict regard to his rights.

The undersigned beg leave to assure you that to them individually, it is a source of great pleasure to be selected to make you this communication in behalf of the citizens, and request that you will believe that their best wishes accompany you wherever you duty to your country may call you.

We are, dear sir, your ob't serv'ts.

WM. H. CHASE,  
T. M. BLOUNT,  
HENRY HYER,  
C. C. KEYSER.

W. B. TAYLOR,  
HANSON KELLY,  
J. B. FOSTER,

PENSACOLA, March 18th, 1839.

GENTLEMEN: I have had the honor to receive your communication of this date, in which you have been pleased to express the kind feelings, entertained by the citizens of Pensacola and its vicinity, towards me; and tendering to me a public dinner, as a mark of their approbation of my conduct, in my private and official intercourse with them.

It is always a source of great pleasure to me, that kind feelings should exist at parting, between myself and those with whom I may have been, in any manner, associated. At any time, and on this occasion, it is particularly so, owing to the peculiar position I have occupied in reference to this community, involving the interest of the citizens of Pensacola, as well as that of the Government.

It is grateful to my feelings to be assured, by you, that I have been so fortunate as to perform my duty to both, in such a manner as to have conciliated your friendship, and the esteem of my fellow countrymen

of this vicinity. It will long continue, as it now is, a pleasing, nay a proud thought, never having, myself, had any interest of my own to subserve, and being actuated by a single eye to my duty, and to the advancement of the interest of the place, which occupies so important a position. I have aimed at nothing more than to acquit myself of the trust confided to me, and which must be always a delicate one, since it unavoidably conflicts with individual interests.

In declining the honor tendered me, by you, motives actuate me that, if explained, you would justify. I am not, however, the less sensible of the compliment paid me, and most sincerely wish that no such obstacle interposed to the indulgence of my feelings, which would be highly gratified by meeting (at the social board) those for whom I cherish a great respect, and in whose happiness I feel sincerely interested, and with whom my most agreeable recollections will long remain.

Accept, gentlemen, for yourselves individually, the assurance of my high consideration and regard.

I am, dear sirs, your ob't serv't.

W. K. LATIMER.

Messrs. Wm. H. Chase, T. M. Blount, Henry Hyer, Charles C. Keyser, Wm. B. Taylor, Hanson Kelly, John B. Foster—Committee.

**SWORDS TO MAJ. NELSON AND COL. HENDERSON.**—We noticed the unanimous passage of the resolution, offered by Mr. Cunningham in the House of Delegates, voting a sword to Major Nelson, of Mecklenburg, as a mark of the high sense entertained by the Legislature for his gallant and patriotic conduct in the late war. The Senate has since passed the same resolution unanimously. The *Enquirer* says: "The Major is a son of old Major John Nelson, of Mecklenburg, who served under Washington and Lafayette at York. Major Nelson was in several engagements on the Canada line during the late war. Gen. G. M. Brooke, in a recent letter, speaks in the highest terms of his gallantry and good conduct on several occasions—of his volunteering to attack the enemy and actually doing so, and repelling them in sight of our army, which repeatedly threatened him. The Major was formerly a Representative in Congress from the Mecklenburg district; and is a gentleman of much intellectual power and great moral worth. He is not aware of this move. The tribute has been too long delayed."

On Friday last, Mr. Ratcliffe offered a joint resolution in the House, voting a sword to Col. Henderson, the gallant commander of the Marine Corps of the United States, who so distinguished himself in the late war with Great Britain at sea. The resolution was unanimously adopted in the House, and on Saturday, the day following, passed unanimously in the Senate. Col. Henderson particularly distinguished himself on board the frigate *Constitution*, Captain Stewart, as Captain of Marines, when that vessel engaged and captured the British sloop of war *Cyane* and *Levant*. Col. Henderson volunteered his services on land—in a service strange to him—when the alarming situation of Florida invoked the aid of every chivalrous soldier in the service of the United States to her rescue.—*Richmond Compiler*.

**AN HONOR WORTHILY BESTOWED.**—We have observed with pleasure the annexed resolution amongst the acts of the recent session of the Legislature of Virginia:

*Resolved, unanimously, by the General Assembly of Virginia, That the Governor be, and is hereby, requested to present to Colonel ARCHIBALD HENDERSON, of the Marine Corps of the United States, and a citizen of Virginia, a sword, with suitable devices, in testimony of the high sense entertained of his gallantry and good conduct as a captain of marines on board of the frigate *Constitution* when engaged with the *Cyane* and *Levant* during the late war with Great Britain, and for other good conduct during said war.*

The gallant veteran has added the services of a quarter of a century to the good conduct which obtained for him this honor, and has acquired, in recent sacrifices and services voluntarily rendered in the Florida war, fresh claims to the respect and affection of his native State, in common with the country at large.—*National Intelligence.*

**U. S. BRIG CONSORT AND THE FRENCH BLOCKADING SQUADRON.**—After long waiting its turn among official documents, the following correspondence, with the sanction and concurrence of the Hon. Secretary of the Navy, is, in justice to Lieut. Gardner, submitted to his impartial countrymen.

This correspondence will conclusively show, that Lieut. G. pursued the most dignified and judicious course; and his brother officers, who know his gallantry and his very recklessness in time of danger, ascribe to him great credit for restraining his native vivacity of temperament, and adopting a mode seeking satisfaction as deliberate in its process as satisfactory in its result.

It will be recollected the U. S. brig Consort possessed little of the reality and nothing of the semblance of a man-of-war.

The pendant, it is well known, has long ceased to be a mark of distinction—like it waves above the surrounding foliage from the mast of the river-threading sloop, laden with onions; or, by its sinuous folds above the jutting headland, designates the gallant ship freighted with a less perishable commodity, and girded for the rough Atlantic.

Dull and clumsy—plunging and floundering through, rather than breasting the heaving surge—the Consort, to the eye of a stranger, conveys no idea of the light buoyancy, the graceful sweep, the tapering outline, and perfect *cap-a-pis* arrangements of a public vessel of the United States.

It will be borne in mind, that on the first report of the gun from the Alcibiades, the Consort beat to quarters and ran down for her; and it will doubtless be conceded, that until it was ascertained that he acted by order of the French Admiral, the commander of the former vessel was personally responsible for the indignity offered.

It is submitted to an intelligent public, whether, in the course he pursued, Lieut. Gardner did not as well maintain the character of that flag he is bound alike in love and honor to protect, as if he had, in resenting a fancied, intentional insult, rashly and wantonly severed, perhaps, those bonds which, with their courteous links, entwine two civilized and enlightened nations.—*New York American.*

**U. S. BRIG CONSORT,**  
*Under Sacrificos, Nov. 23, 1838.*

**SIR:** Your conduct of yesterday, in bringing to the U. S. brig Consort, under my command, with the insignia of my country flying, (when I had complied with the usual forms of vessels of war approaching a blockaded coast,) requires an explanation.

I will await a reasonable time for your answer, which I trust will be satisfactory; otherwise I shall feel myself constrained to lay the matter before your Admiral. I have the honor to be, sir, your obedient servant,  
**WM. H. GARDNER,**  
*Lieut. U. S. N.*

**To Capt. LA GUINE,**  
*Commanding French brig of war Alcibiade.*

(Literal translation.)  
**GREEN ISLAND, Alcibiade,**  
10 o'clock, A. M.

**W. H. GARDNER, Esquire,** commanding the U. S. brig Consort, *Sacrificos.*

**SIR:** In answer to your letter of the twenty-fifth instant, which I have just received, it will suffice to state, that being cruising before Vera Cruz, my conduct has been the same as yours would have been under similar circumstances, if you had been in my

situation and I in yours. In the first instance, I did not know that the United States had vessels abroad such as yours, which made me doubt whether you had a right to the pendant you wore. Your course was for Vera Cruz in holding the wind, and in this I did not perceive the usual manœuvres of the American vessels of war when coming from abroad, which always come to anchor at Sacrificos: therefore, from that moment, I believed you were a merchantman wishing to take advantage of the wind to force the blockade under the cover of the pendant of her country. Then I made use of the only means at my disposal, so as to prevent you from continuing the route you were pursuing. I fired with ball ahead of you, and if I had repeated the fire (which I would not have done, if knowing me as a cruiser you had directed your course towards me,) it is because prudence prevented me at that time to put a boat at sea.

After hesitating for some time, you decided in running towards the Alcibiade; I had just received the order from the Admiral to convey your vessel near him, which I endeavored to make you understand when you were within hailing. In all this, sir, I have had no intention to insult the flag of the United States; and I have only scrupulously fulfilled my duty, and the orders of my chief, to whom I will communicate your letter and answer thereto.

I beg you to receive, sir, the assurance of my high consideration.

**A. LA GUINE,**  
*Capt. of corvette.*

*Extract of a letter to the Honorable Secretary of the Navy, dated*  
**U. S. BRIG CONSORT,**  
*Under Sacrificos, Nov. 27, 1838.*

While standing in for the Castle of St. Juan de Ulloa, I was brought to by the guard brig of the French squadron, by his firing a blank gun, on the discharge of which I immediately shortened sail and awaited his approach. He fired another gun, *shot-td*, and I ran down for him. While running for him, another shot was fired, and I hauled by the wind; this did not satisfy him, and a fourth *shottd* gun was fired; all which I conceived unnecessary, and but for the positive feature in my instructions, directing me to be governed by the privileges conceded by the blockading squadron, as weak as the Consort was, I should have returned the fire. As soon after anchoring as I could, I called (by note) on the commander of the brig which had fired the guns, for an explanation of his conduct, informing him, if his answer was not satisfactory, that I should lay the case before his Admiral.

**U. S. BRIG CONSORT,**  
*New York, January 26, 1839.*

**SIR:** I have the honor to enclose the originals of Captain La Guine's letters to me, and copies of my letters to him, upon the subject of the vessel under my command being fired into when entering the port of Vera Cruz, and have to request most earnestly that if there is the semblance of a question as to the propriety of my conduct on the occasion, which can, in the slightest degree, reflect on my flag, or on my courage in the affair, I may be granted a Court of Inquiry.

I have the honor to be, sir, very respectfully, your obedient servant,

**WM. H. GARDNER, Lieut. Com'dt.**  
**To the Hon. J. K. PAULDING,**  
*Secretary of the Navy, Washington, D. C.*

**U. S. BRIG CONSORT,** off the Navy Yard,  
*New York, Jan. 26, 1839.*

**SIR:** Understanding that certain reports are in circulation concerning the propriety of your conduct, and reflecting upon your courage on the occasion of the vessel under your command being hoisted to by the French brig of war Alcibiades, off Vera Cruz—we,

the officers attached to this vessel at that time, deem it our duty to state that your conduct on that occasion, as an officer and a man of courage, was unimpeachable; and that we consider the explanation demanded of and rendered to you by her commander, to have been perfectly satisfactory.

Very respectfully, &c.,

MONTGOMERY LEWIS, *Act'g Lieut.*

WM. B. SINCLAIR, *Asst. Surgeon.*

WM. CRANEY, *Passed Mid'n.*

W. R. McKINSEY, *Mid'n.*

To Lt. Com'dt WM. H. GARDNER,

*U. S. brig Consort.*

*From the Pensacola Gazette.*

#### HARBOR OF PENSACOLA.

MR. EDITOR: The harbor of Pensacola has heretofore been considered as suitable only for sloops of war and small frigates. Now it is well known that vessels of 64 guns, both English and Spanish, have frequently entered the harbor, and it is also known that the Brandy wine, a 64-gun ship, sailed into the harbor and out again in the course of a week without waiting for a tide.

In order to settle the question with those who, either through ignorance of the great value of this harbor, or are enemies, secretly or avowed, to the naval establishment at Pensacola, and indeed to any thing in the shape of defence or improvement south of Mason's and Dixon's line, I assert, that a facile entrance is afforded to the harbor of Pensacola, not only to large frigates, but to ships of the line drawing not more than 23½ feet, to which their draught of water can be reduced by trimming them on an even keel.

I support this assertion by the following facts:

1st. There are 24 feet on the bar at low water.

2d. Soundings have been made over the bar affording 24 feet at low water, without counting the lead and strap of the lead line.

3d. There is seldom any swell on the bar to prevent vessels drawing 24 feet at half tide, passing over it in safety.

4th. The storms on the coast of the Gulf of Mexico are less numerous and severe, than those occurring on the Atlantic coast. Indeed the only severe gales take place once in 5 or 7 years, in the months of August and September. The average of ordinary storms does not exceed ten days in the whole year.

5th. Ships can enter the harbor with all winds except those blowing from the north and north-west. A steamboat stationed at the Navy Yard would bring in vessels against those winds.

6th. With the exception of Norfolk, it is the only naval harbor in the United States free of ice during the winter months.

7th. A depth of water of thirty feet can be obtained, if deemed necessary, by dredging, at a small expense and in a short time.

The opinions of our most distinguished and intelligent naval officers have been unanimous as to the great importance and value of this harbor for naval operations on the most extended scale. So also have General Bernard and Col. Totten, at various times, strongly recommended this harbor as a great place of arms. Strong works of defence, having in view its protection, have long since been constructed. Every effort has been made to make the naval establishment what it ought to be, and the interests of the country demand, but without success, simply because the short sighted policy and narrow sectional prejudices of a few persons in naval authority have prevailed.

The apathy, hostility, or gross ignorance of what is due to the naval defence of the Gulf of Mexico appears to be unaccountable, and I apprehend nothing short of the occupation of Mexico and a demonstration against Cuba and the other slave islands will serve to dissipate it. Those who have managed the

naval affairs of the country have increased a heavy responsibility in respect to Pensacola, but how much greater is that which attaches to those who are the immediate representatives of the people of the Gulf States. When the claims of Pensacola to the establishment of a dry dock, within its harbor, were placed side by side with those of New York, who were their advocates in Congress? Certainly not the members from Louisiana, Alabama or Florida. Not a word was heard from them. But South Carolina, always true to southern rights and to the general interests of the country, was heard through the spirit-stirring eloquence of her gallant sons. She was, however, alone and unsupported upon that occasion as well as upon many others when southern interests were at stake. But in standing thus alone, her gallant and noble bearing is rendered more conspicuous.

The slave islands of the West Indies must, to suit the policy of England and the Abolitionists, be placed, in a very few years, on the same footing with their own free (Brigand) islands. The indebtedness of Spain to Great Britain, will afford a pretext for the transfer of Cuba to the latter Power. But that Power cannot hold quiet possession, if President Monroe's declaration be followed up, until it fights and conquers too in a great naval battle in the Gulf of Mexico or Caribbean sea, to which the United States must be one of the parties. The United States must win that battle, for they will employ armed steamers of great size and power (no matter what the Commissioners of the Navy may think about it) as the principal vessels in their fleet. These steamers must be built, armed, and equipped at Pensacola, from whence they will swim in such numbers, that any fleet that England could command must succumb to their attack. Cuba is only two days steaming from Pensacola. Steamers of 2,000 tons, heavily armed, and supplied with fuel for 20 days, could seek, fight and conquer an enemy and return to Pensacola.

There is certainly less disposition for war throughout the civilized world now than twenty years ago. The multiplication and extension of commercial relations, especially between the United States, France and England, afford strong guarantees for the maintenance of peace. But if the causes of war are diminished, they are not entirely removed. Ought we then, to neglect the preparation which Washington enjoined us to make?

The Navy is the right arm of our national defence; may its ships and dock yards, its personnel and material be speedily placed in a condition commensurate with the great and growing interests which it may be called upon to protect.

Yours,

WM. H. CHASE,

*Major of Engineers.*

PENSACOLA, March 21. 1839.

**FLOATING DRY DOCK.**—A new constructed Floating Dry Dock, invented by Capt. John Thomas, naval architect, of St. Louis, is now being exhibited at the Exchange, to which we would call the attention of our marine friends, as possessing great advantage over any we have before examined. It consists of such a number of separate sections or floating platforms as may be necessary to sustain, while floating in the water, the weight of the vessel to be repaired. The connections are such that the sections are separable, and each acts independent upon the bottom of the vessel, while at the same time all combine to sustain her. Each section consists of two floats or hollow rectangular trunks, enclosed by strong timbers, and covered over by a floor or deck, and two smaller trunks at the end of each section placed in stanchions, which were moveable up and down by the power of a windlass. The two sides of each section are connected together by beams, crossing above and below, and upon those above the floor is laid. The keel blocks rest upon the centre beams

of the section. The floats, when exhausted of water, will rise and sustain a weight of sixty-two pounds for each cubic foot. The pumps used for exhausting water from the floats, and the air tubes, to supply air to take its place, are placed upon stanchions at the projecting or outer ends of the floats. The smaller floats, placed at each end of the section, are made air tight, and are not to be filled with water, but are intended to slide up and down by the power of a windlass, thus operating at a distance from the centre of the section, and resisting at once, by their buoyancy, any force calculated to disturb the equilibrium of the dock, or to give one side a preponderance over the other.

When the dock is to be used, there must be depth of water under the keel of the vessel sufficient to sink that portion of the dock from the top of the blocks resting on the floor, to its bottom. The dock is sunk by admitting water into the main floats and adding some ballast if necessary. When sunk sufficiently low, the vessel is floated upon it, placed over the blocks, and secured in the proper position by shores. The pumping of the water from the main floats, and admission of air instead, are then commenced, and simultaneously, as the dock with the vessel rises, the air floats at each end are to be pressed down by the windlass. In this manner the vessel is raised, in a short time, out of the water, and the dock with its burthen, is preserved in perfect equilibrium.

The advantage of this plan of raising vessels, is apparent in many particulars. The expense of building, working, and keeping these docks in repair, compared with Dry Docks, Screw Docks, &c., cannot be more than one-fourth.

In other plans, the vessel to be repaired is placed upon blocks laid by guess, to fit the bottom, and much difficulty exists in changing their position, provided the guess should have been wrong, which often causes serious injury to vessel's keels that are irregular. Upon this dock, it is impossible that the vessel should be strained at all, for she is taken up exactly as she floats, and sustained all the time by the same upward pressure of the water, that supports her when afloat—the sections operating independently, and adapting themselves to the shape of the keel readily, like flexible joints, and of necessity pressing equally at the various points of the vessel's bottom.

It can be moved with great facility and little expense from one location to another, as most convenient to the repairs of vessels.

This dock has been fully demonstrated, by active experiment at St. Louis, where one has been for some time in constant employment taking up steam-boats, of all sizes, up to 1,000 tons burthen, and yielded to the proprietors at the close of the last year's business, a net profit of \$16,700, upon an investment of only about \$8,000.

The sections can be separated, if not wanted at the time for large vessels, and formed into two docks of sufficient capacity to take up two smaller vessels—thus performing twice the service of a railway or dry dock of the same capacity.—*U. States Gazette.*

#### *From the Pennsylvania Inquirer.*

#### THE NAVIES OF THE WORLD.

We have published three or four articles in relation to the navies of the European world, with the object of contrasting their condition with that of our own navy, and of thus directing the attention of the American Government and the people to a subject that, in our view, possesses deep interest; especially as considered in reference to the difficulties that now exist between the United States and Great Britain. We have some further information upon the subject, gleaned in a great measure from European newspapers and pamphlets; among them a supplemental chapter to Sir John Barrow's *Life of Lord Anson*. The object of Sir John is to disprove the oft repeated

charge of the neglected and reduced condition of the British Navy. Having been for more than thirty years in the service of Great Britain, and under eleven different naval administrations, the information of this officer may be supposed to possess extraordinary interest; although some little allowance should be made for his natural partiality to his own country.

According to Sir John, at the time he wrote, (at the close of last year,) ENGLAND had, either afloat or in ordinary, 90 ships of the line, 93 frigates, and 53 steam ships of war.

FRANCE, 49 ships of the line, 60 frigates, 37 steamers.

RUSSIA, 50 ships of the line, 25 frigates, 8 steamers.

U. S. or AMERICA, 15 ships of the line, 35 frigates, sloops, &c., and 1 steamer.

EGYPT, 12 ships of the line, 7 frigates, and 1 steamer.

TURKEY, 15 ships of the line, 15 frigates, and 3 steamers.

HOLLAND, 8 ships of the line, 18 frigates, 4 steamers.

DENMARK, 6 ships of the line.

SWEDEN, 10 ships of the line, 8 frigates, 2 steamers.

SPAIN, 3 ships of the line, 4 frigates.

NAPLES, 2 frigates, 1 steamer.

SARDINIA, 6 frigates, 2 steamers.

In addition to the above, Holland has 104 gun-boats, 40 of which are in commission; Denmark has 67 gun boats; Sweden has 242 gun-boats and 6 bombs; Norway has 85 gun-boats and 2 bombs, besides 30 gun-boats building, each to carry two sixty-pounders.

With regard to armed steam ships, Sir John expresses the opinion that England has no occasion to feel anxiety. He contends that she has means at all times to bring forward vessels of that description, whenever required. "There are," he remarks, "none of our foreign packet steamers, into which may not be placed a couple of 68 pounder guns, either for shot or shells, or both, or even 84 pounders, these two species of ordnance being accounted the best kind of armament for steamers; and we may rest assured that in two months or less after a declaration of war, the British channels, from the Scilly islands to the North Foreland, will swarm with English armed steam vessels. It would indeed be disgraceful if the country which supplies both France and Russia with engines, engineers, and most of the necessary machinery, should not be able to compete with either or both of those nations in this class of ships. The best of those of France are fitted with English machinery; The rest have very little to boast of."

He next turns his attention to the French navy. According to Baron Thupiner, the French ordinance established in 1821, and confirmed in 1837, fixes the navy at 40 ships of the line and 50 frigates; but, however, there are actually 27 sail of the line and 24 frigates on the stocks, and 22 of the line, and 36 frigates afloat; making 49 sail of the line, and 60 frigates. These numbers are intended to be gradually reduced to 20 sail of the line and 25 frigates afloat; 20 sail of the line and 25 frigates on the stocks; and it may here be observed, that in the year 1815, France had 73 sail of the line, and consequently 24 have been broken up, one each year on an average.

He then makes this contrast between the navies of France and England; the table above quoted, be it remembered, embracing all the ships, either in commission or in progress of construction.

Of the 1st class, from 100 guns and upward, France has 6 afloat and 16 building.

Of the same class, England has 16 afloat and 3 building.

Of the 2d class, from 80 to 100 guns, France has 7 afloat and 11 building.

Of the same class, England has 17 afloat and 7 building. Making French 18, English 24.

Of the 3d class, from 70 to 80 guns, France has 7 afloat and 2 building.

Of the same class, England has 45 afloat and 2 building.

Total—English 90, French 49."

The total number of seamen on the Naval Registers of France, amounts to 90,000. Of this number, however, 37,000 must be deducted, as they consist of pilots, apprentices, and landsmen—leaving 53,000 to man the French fleet. Of this latter number there are only from 34,000 to 35,000 between the ages of 20 to 40; while the number of men in active service does not exceed 18,000 men. He argues, therefore, that Great Britain is much better prepared, fully and effectively to man her navy, should such an exigency occur, than France.

He next bestows considerable attention upon the United States, and gives this description of our naval force:

"They have two ships of the line, and six frigates in commission, and one of these, and one frigate, with some smaller vessels, constitute their force in the Pacific, which is to take our three admirals on that station, at the Cape of Good Hope, and in India! They have two of the second class and three of the third in ordinary, and eight on the stocks, making in the whole 15 of the line."

Again he says,—

The United States, being a young and ambitious naval power, and perhaps a little puffed up by having in the last short conflict obtained a superiority by large and fully manned ships over those of a very inferior class, conceived the proud notion of outdoing the rest of the world by building a ship of enormous magnitude, probably on the principle of the builders of the tower of Babel—"to make themselves known." It was a kind of boast that the *Pennsylvania*, of 3,000 tons, was the largest ship in the world. We seem to be determined to outdo her by building four ships of 3,100 tons each—the *Royal Frederick*, the *Royal Sovereign*, the *Victoria*, and the *Algiers*; and when to these we add the *Howe*, *Britannia*, *St. Vincent*, *Caledonia*, *Royal William*, *Nelson*, *Prince Regent*, *Waterloo*, *Hibernia*, *Neptune*, *Royal George*, *St. George*, and *Trafalgar*—13 ships of 120 guns each, besides two of 110 guns, three of 104 guns, one of 92 guns, ten of 84, and four of 80, making 20 of these fine ships, it requires no small degree of impudence to proclaim the British navy in a state of decay, and her ships inferior to those of other naval powers. But where, it may be asked, is the wisdom of this competition in attempting to outbuild each other in the size of ships? Would not the battle be just as well and honorably fought and decided between fleets composed of seventy-fours, sixty-fours, or any other class of ships, as by such monsters as these? except, indeed, it be considered an advantage to incur additional expense in the building, fitting, and manning such ships, and an enormous additional expenditure of human life, increased to an incalculable extent, if shell-guns should be found to answer the purpose contemplated by M. Paixhans; we shall, in that case, have a naval war of extermination, but it will probably be short, and in the end so far advantageous as to teach nations and individuals to arrive at that point of wisdom which may realize the poet's hypothesis, where he says—

"War is a game that, were their subjects wise,  
Kings would but seldom play at."

**THE BRITISH NAVY.**—The state of the Navy was discussed at length in the House of Lords, on Friday, Feb. 22, on a motion of Lord Colchester for papers on the subject. The tone of the debate was very moderate throughout; and if it is true that the Navy is now much reduced in force, it is manifest that, during the rule of the Tories, it was in a worse

condition. In reply to long statements by Lord Colchester, the Earl of Minto mentioned, that whereas the number of ships of the line in commission from 1821 to 1823, was 10 or 12—from 1824 to 1826, 16—in 1827, 17—in 1828, 15—in 1830, 18—and during the Presidency of Sir James Graham at the Admiralty Board, the number varied from 10 to 12—there were 19 ships of the line in commission, the largest number the country ever had in commission, in time of peace. There were also 21 sail of the line, 13 demonstration ships, and 26 others, all with full equipments and in good condition. With respect to the number of seamen, it appeared that after the peace, the Tories kept from 13,000 to 21,000; during Earl Grey's Administration, the number was reduced to 18,000; but in 1836 it was raised to 22,500 and 2,200 ordinaries. Lord Minto contended that the force of the Russian and French fleets had been exaggerated.

**EDUCATION IN THE NAVY** was the subject of a long conversation in the House of Lords, between Lords Hardwicke, Minto and Colchester. Lord Hardwicke made statements with a view to show that the discontinuance of the Naval College was injudicious, and that no sufficient substitute for that seminary had been provided. This Lord Minto denied. The discontinuance of the College had been resolved upon before he came into office, because it had entirely failed. A larger proportion of candidates from the College were rejected on their examination for Midshipmen, than of those who had not been educated there. Instruction of a superior description was now given on board the *Excellent*. Attempts had been made to improve the course of education, by raising the condition of the masters,—who were now allowed to mess with the officers, were provided with separate cabins, and entitled to small retiring allowances. Fifteen or sixteen gentlemen, all graduates of Cambridge, were now employed as tutors. Another point in the conversation related to naval architecture. It was stated as an undoubted fact, both by Lord Minto and Lord Hardwicke, that the French ships were better built than the English—their architects having superior scientific acquirements; though Lord Minto said it was universally allowed by French and Russian officers, that the *Vanguard* was the finest ship that ever sailed the sea. Some remarks were made on the comparative merits, as ship builders, of Professor Iaman, and Captain Symonds. The discussion led to no result.

*From the N. Y. Journal of Commerce.*

**THE BRITISH NAVY.**—The debates in the British Parliament, and numerous essays in the public journals of England, indicate the intense interest now felt in the condition of the navy, and the general wish, that powerful and efficient as it already is, it should be made still more so in all its branches. Among other measures, adopted within a few years past to obtain vessels of the most perfect construction and the greatest possible efficiency in their respective classes, has been the plan of permitting architects of established talent and reputation to build upon their own models and in their own style, merely limiting them to the class in which their vessels were to be rated, and thus staking the personal reputation of the constructor on the result. Under this arrangement the well known and beautiful frigates *Pique* and *Inconstant*, the corvettes *Modeste* and *Rover*, and some others, have been built; and the approved models thus obtained are used in the construction of all subsequent vessels of the same grade.

The results of this wise and provident regard to the efficiency of the British Navy, should not be overlooked by the Government or people of the U. S. That this right arm of our power has been for many years past neglected and mismanaged, is generally admitted. From the present head of the Navy

Department we have every reason to expect better things.

It was not our intention, however, to go into a general discussion of the subject at this time, but merely to call the attention of our Naval Officers, and of constructors both in the public and private ship yards, to the fact, that one of these experiment vessels, the corvette *Modeste*, is now in our harbor, and lies at anchor off the Battery. We give below an extract from the London United Service Journal concerning this ship, and shall be much obliged to any one who will furnish us for publication a full and accurate description of her: her dimensions, tonnage, number and calibre of each kind of guns, and complement of men. Also, in what material points her model differs from that of her rival the *Rover*, and the result of the trials of "their relative merits," in sailing and as sea boats, &c.

The same Journal informs us that the *Rover* and *Modeste*, 18 gun corvettes, and the *Pilot* and *Grecian*, 16 gun brigs, were fitted last fall at Plymouth Dock Yard with *shell rooms*, and each with two 32 pounder guns, in lieu of their former bow guns of less calibre. It is stated also that all H. M. men of war, recently and now fitting for sea, are provided with these new and destructive weapons in naval warfare, viz: *loaded shells*, and suitable guns for discharging them horizontally like an ordinary cannon shot.

To this most important subject we shall refer again ere long. We annex the extract above alluded to, from the United Service Journal:

The *Modeste*, 18, Commander Harry Eyres, arrived in the Sound on the 30th ult. from the north coast of Spain, and came into harbor to have some defects made good. She was docked on the 5th instant, and, having undergone the necessary refit, went down into the Sound again on the 14th instant. While in dock, she was considered an object of some interest, having been constructed by Rear-Admiral Hon. George Elliot, expressly to sail against ships of Sir William Symonds' construction, more especially the *Rover*, of her own class. I fear I should fail in the attempt, if I were to endeavor to describe to you the minute peculiarities of the *Modeste*. It may, however, be remarked, in a general way, that she appears higher above water than other ships of her class and draws less water; that the appearance of her stern and quarter-galleries is not so handsome as many other corvettes; but her fore-body, both above and below water, is exceedingly admired, and is not unlike that of the *Inconstant*, looking at her from forward. The mid-ship section is quite of the French form, namely, a rather hollow (flat) floor, with a sudden rising from the floor-head, nearly in a straight line, to the bends, above which there is nothing remarkable in the form. The impression, on looking at the body below water, is, that the after-body partakes of more fullness, compared with the magnitude of the fore-body, than any of the ships of the Surveyor's build. The *Rover* and *Modeste* will shortly have an opportunity of putting their relative merits to the test, as they will both proceed in the course of a day or two in company to Mexico.

In our account of the new armament of the *Royal navy* on the 9th inst., we were betrayed into a slight error in the weight of the broadside of the hundred and ten gun-ships, which we rated at 1,935 pounds, instead of 1,940 pounds. The following is the new armament of the frigates:

#### ARMAMENT OF FRIGATES OF 50 GUNS (1ST CLASS.)

Main deck,	6 68 prs. 9	ft. 65 cwt.
—	22 32 —	9 1-2 ft. 55 cwt.*
Qr. deck and fore-castle	22 32 —	8 1-2 ft. 45 cwt.
Weight of metal,		1,916 lbs.
Weight of broadside,		938 lbs.

This class comprises the *Alfred*, *America*, *Barrham*, *Coquestor*, *Cornwall*, *Dublin*, *Eagle*, *Gloucester*, *Indictive*, and *Warspite*, all razees, and the *Vernon*.

#### ARMAMENT OF 50 GUNS, (2D CLASS) FRIGATES, FORMERLY 52 GUNS.

Main deck,	4 68 prs. 9	ft. 65 cwt.
—	26 32 —	8 ft. 50 cwt.
Qr. deck and fore-castle,	4 32 —	8 1-2 ft. 45 cwt.*
—	16 32 —	6 ft. 25 cwt.*
Weight of metal,		1,744 lbs.
Weight of broadside,		872 lbs.

This class comprises the *Chichester*, *Java*, *Lancaster*, *Portland*, *President*, *Southampton*, *Winchester*, and *Worcester*. They have hitherto been armed with long 24-pounder guns, of 50 cwt., and nine feet long.

Mr. Read proposes the following for arming this class:

Main deck,	10 68 pr. carns.	5 ft. 3 in. 37 cwt.
—	20 32 —	9 ft. 6 in. 55 cwt.
Qr. deck & fore-cle,	12 32 —	9 ft. 6 in. 55 cwt.
Weight of metal,		1,704 lbs.
Weight of broadside,		852 lbs.

#### ARMAMENT OF 44 GUNS, (FORMERLY 46.)

Main deck	2 68 prs	8 ft. 10 in. 60 cwt.
—	26 32 —	7 ft. 6 in. 40 cwt.†
Qr. deck and fore-cle,	4 32 —	7 ft. 6 in. 40 cwt.†
—	12 32 —	cartonades.

Weight of metal,	1,480 lbs.
Weight of broadside,	740 lbs.

† Congreve's or Bloomfield's 24-pounders bored out to the calibre of 32-pounders.

This class comprises the *Africano*, *Andromeda*, *Druid*, *Endymion*, *Eurotas*, *Forte*, *Forth*, *Horatio*, *Hospur*, *Isis*, *Leda*, *Madagascar*, *Meander*, *Nemesis*, *Seahorse*, *Stag*.

Note.—The *Endymion* to carry 24 32-pounders upon main deck, and 14 32-pounder cartonades on quarter deck and fore-castle.

#### ARMAMENT OF 42 GUNS, (FORMERLY 46 ALSO.)

Main deck,	2 68 prs	7 ft. 60 cwt.
—	26 32 —	7 1-2 ft. 40 cwt.†
Qr. deck and fore-castle,	4 32 —	7 1-2 ft. 40 cwt.†
—	10 32 —	cartonades.

Weight of metal,	1,416 lbs.
Weight of broadside,	708 lbs.

† Bloomfield's 24-pounders bored out to the calibre of 32-pounders.

This class comprises the *Æolus*, *Amazon*, *Amphitrite*, *Blonde*, *Bordicea*, *Britain*, *Cerberus*, *Circe*, *Clide*, *Crescent*, *Diana*, &c.

#### ARMAMENT OF 38 GUNS, (FORMERLY 42.)

Main deck,	2 68 prs	7 ft. 50 cwt.
—	24 32 —	7 1-2 ft. 40 cwt.†
Qr. deck and fore-castle,	4 32 —	7 1-2 ft. 40 cwt.†
—	8 32 —	cartonades.

Weight of metal,	1,288 lbs.
Weight of broadside,	644 lbs.

† Bloomfield's 24-pounders bored out to 32.

This class comprises the *Belvidera*, *Brilliant*, *Owen Glendower*, and *Havana*.

#### ARMAMENT OF 36 GUNS.

Main deck,	4 68 prs	8 ft. 10 in. 60 cwt.
—	18 32 —	9 ft. 6 in. 55 cwt.
Qr. deck and fore-castle,	14 32 —	8 ft. 41 cwt.*
Weight of metal,		1,424 lbs.
Weight of broadside,		712 lbs.

This class comprises the *Active*, *Amphion*, *Cambrian*, *Castor*, *Chesapeake*, *Constance*, *Flora*, *Inconstant*, *Pigne*, and *Sybilie*.

Note.—The *Amphion*, *Castor* and *Inconstant* carry on the quarter-deck and fore-castle 32-pounders of 25 cwt. and 6 feet long.

We shall give the armament of the lowest class of frigates, corvettes, brigs, &c., at an early opportunity.—*United Service Gazette*, Feb. 23.

\*New pattern.



## WASHINGTON CITY ;

THURSDAY, ..... APRIL 18, 1839.

## FOREIGN PUBLICATIONS.

The undersigned, having established a correspondence in Europe, offers his services to the officers of the Army and Navy, for the importation of any foreign periodical or professional publications, which they may wish to procure.

Lists of new publications and works in press will, after a short time, be regularly received, and the titles of such as are of a professional character, will be inserted in the Chronicle.

The facilities for forwarding small parcels from the city of Washington to every section of the Union, are perhaps equal to those of any other place.

As but a very small advance on the actual cost and expenses will be added, greater bargains may be made by forwarding the money in advance, to purchase with; but it is expected that all works ordered will be paid for before delivery.

B. HOMANS.

*Washington, D. C., April, 1839.*

**CAPT. MARRYAT AND THE AMERICAN MARINE.**—We published last week the chapter from Captain MARRYAT's forthcoming work, without a word of comment. It would be useless to expect from an Englishman, or from any person making so rapid a tour through and so short a stay in our country, as did Captain MARRYAT, a full, impartial, and accurate account of our institutions, habits, manners, customs, and resources. The Captain, unfortunately for himself, and probably, too, for a more correct knowledge and insight of our affairs, soon after his arrival in our country, committed a *faux pas*, which precluded him from any further civilities or notice from our citizens. But we dare say he is too much of a philosopher, as well as man of the world, to have allowed this circumstance to operate to our prejudice, in his estimate of what he actually did see. He would have been *lionized* much more, and seen more of the better portion of our society, but for the mal-apropos toast respecting the steamboat *Caroline*.

On reading this chapter, and considering the source whence it emanated, as being from the member of a corps with which we had twice been in a state of hostility, and were as likely to be so again as with that of any other nation, we thought the statements and opinions tolerably fair and candid. Although he has committed some errors of fact, and overrated the proportion of British seamen in our employ, the evils to be apprehended to either party in the event of a collision between the two are not exaggerated.

The compliment offered to our senior navy officers, at the expense of their fellow citizens, they will doubtless have the good taste and good sense not to relish. The tribute paid to our merchant vessels and to their commanders is well deserved; but in this the Captain is not entitled to the merit of a discoverer.

The cause of the scarcity of native American seamen may be variously accounted for, and by every

one perhaps satisfactorily according to his own notions. An experienced and intelligent officer of our navy has given it as his decided opinion, that one of the leading causes, if not the greatest, is the existence of a law of Congress, designed for the protection of American seamen, but which, in its operation, has a contrary effect. By our laws, as now in force, the captain of every merchantman, before sailing, gives bonds for the faithful return, or satisfactory account, of every American seaman he takes with him; but he is not called to account for the foreigners who compose a greater or less proportion of his crew; consequently it is an object with him to ship foreign in preference to American seamen; because, when he arrives at a foreign port, he may discharge them, to save expense if his vessel be detained any length of time, and ship others when again ready for sea.

When other more weighty affairs can be adjusted, we hope our wise legislators will think it worth their while to devise some plan to remedy the evil, so universally complained of, of the scarcity of native-born seamen.

We have received and read with much satisfaction an "Address before the Dialectic Society of the Corps of Cadets, in commemoration of the gallant conduct of the nine graduates of the Military Academy, and other officers of the U. S. army, who fell in the battles which took place in Florida, on the 28th of Dec. 1835, and the 24th of Dec., 1837; the former called DADE's battle, and the latter the battle of the Okeechobee: delivered at West Point, N. Y., on the 29th Dec., 1838, by Lieut. BENJAMIN ALVORD, U. S. A."

Some estimate may be formed of the spirit which animates a community, as well as a nation, by its days of public celebration; and while we find the students of the Military Academy joining together to commemorate, and listen to the recital of, such deeds of heroism as were performed on the 28th and 29th of December, we have an earnest that the fire which burned in the bosom of a DADE, and of an IZARD, will never be extinguished; but that, when occasion or duty demands, it will be seen brightening into a steady flame.

Our limits will not allow us to follow Lieutenant ALVORD in his address, which is replete with patriotic feeling and professional ardour. We must, therefore, content ourselves with the simple extract which follows:

It now becomes our duty to speak of that devoted little band, which marched from Tampa Bay on the morning of the 23d December, 1835, under the command of the gallant Major Dade. Major Dade, Captains Fraser and Gardiner, Lieutenants Basinger, Mudge, Keais, and Henderson, and Assistant Surgeon Gatlin, were the officers who accompanied the detachment, which thus consisted in all of eight officers and about one hundred men. They were true soldiers. They had devoted their lives to the cause of their country. They were choice spirits. Their hearts beat high with hope, and, with few exceptions, they fully believed that, if they should meet the foe in the field of battle, it would prove but a brilliant

and successful repulse to the enemy. The number of the Seminoles who would prove hostile was then unknown, and remained to be tested.

Upon them devolved that awful duty:—to tear aside the veil which covered the future, and concealed the designs of those savages.

They *did* meet the foe, and it *was* a most brilliant, though unsuccessful, engagement. We know that the first impression spread abroad led to the idea that they were instantly cut up, with comparatively little resistance on their part. No, gentlemen, in the strongest sense of the word it *was* a battle; it should not be styled a massacre. It commenced at eight o'clock on the morning of the 25th December, 1835, and it lasted full five hours, being divided into two separate conflicts. And any one, acquainted with warfare, knows full well that an engagement lasting that length of time, deserves the name of a *battle*, a *hard fought battle*.

They were the few against the many. Their enemy, sure of his prey, had chosen the open pine forest for his rendezvous, and concealed from sight behind the dense, low shrubbery which covered the ground, with well-poised rifle he patiently waited his own moment of attack. The first signal shot was fired. 'Twas followed by a sheet of flame. The "ear piercing fife and the spirit-stirring drum" were *not* there, but the forest resounded with the war whoop of the enemy. Ambuscaded by a large body of savages, containing, by the fairest estimate, more than ten times their own number, that gallant band fought long and vigorously, and against fearful odds. Various were the changes of the combat. Dade, Fraser, and Mudge, were the first to fall, and they fell in front, fighting to the last, and in the thickest of the conflict. But their comrades did not falter from the loss of their brave commander. They stoutly maintained their ground, and they *conquered*! They *conquered*! At the end of the first attack the enemy is repulsed, and compelled to retire before the small remnant of that intrepid command. They successfully resisted for nearly two hours, at the end of which time, after sixty of their own number lay dead or dying upon the ground, the remaining forty have the deep satisfaction of being left victors upon the field, the enemy retiring in confusion at all points.

Gentlemen, I pause. I pause to ask you to look at the condition of that little command. The solemn interval that now ensues is to them a proud and intensely interesting moment. Such would have been the crisis, in civilized warfare, for that victorious band to secure an honorable retreat. But no, gentlemen, they cannot, as in civilized warfare, leave their bleeding and wounded comrades upon the field in the hands of a humane and generous enemy. They gathered their wounded and the dying within a temporary breastwork, hastily constructed upon the spot, and there they determined to defend their unfortunate comrades until the last drop of blood shall be shed upon that consecrated ground, and until the last breath of life shall depart from their bodies. The active commander of the Seminoles, the fiery Alligator, harangues his followers, and urges them, with earnest and impassioned eloquence, once more to renew the combat. For two hours the savages persist in declining, and they do not move forward until a reinforcement arrives to give new vigor to their arms. They finally advance, and the conflict that now ensues is maintained with unflinching resolution by those who occupy the frail entrenchment. I shall not go on. The eye of Heaven was the only spectator of that obstinate defence. I shall not go on. For what tongue can describe the deeds of valor then and there achieved?

The result we all know, and their bodies, when found upon that field, were arranged side by side within that hallowed breastwork, resting in the arms of death upon the very spot where they had fought and died.

Look for a moment at General Gaines' army, as, for the first time after the conflict, it visited that interesting ground. Attempt to conceive of the various and intense emotions with which it was approached by the friends and brother soldiers of the departed. How fraught with interest to the eye of friendship, anxious to obtain still further confirmation of the memorable story! How solemn, religious and impressive was the scene! Yes, it would be utterly futile to attempt to describe the profound and overpowering feelings with which it was viewed: nor need I endeavor to aid your imaginations in conceiving how much our admiration was increased by finding that that gallant party had so faithfully preserved the integrity of its members, adhering to each other up to their dying gasp. How was it that only *four* (and they all severely wounded) escaped from that bloody field? Why did we not find their bodies scattered throughout the space of miles in that vicinity? We have every reason to believe that, victors as they were at one time, their rear was a long time open to flight. Was not the period of five hours long enough to allow them numerous opportunities of departure? No! they resolved to adhere to their wounded comrades. The men were inspired with the spirit of their officers. And when their bodies were counted upon that field, the number answered officer for officer, man for man, name for name, with the regular muster-roll with which they were compared. That sacred muster-roll has already been traced on the annals of history, and is indelibly engraved on the hearts of the brave and generous of our land.

Surely, gentlemen, we need not request that you, as members of the Military Academy, shall be proud to preserve the memory of that day.

Need we look for deeds of valor and intrepidity to the exploits of the knights of feudal times, crested and stoutly armed to the teeth, with shield and buckler for the combat? Need we look to Agincourt and Poitiers, to the history of our Saxon ancestors, that "iron race in iron clad"? Need we look to the sublime achievements of the warriors of ancient Greece and Rome? Did that illustrious band who fell at the straits of Thermopylæ, contend against more fearful odds than did those brave men whose deeds we this day commemorate? I ask you not to contrast the heroic and all-powerful motives which animated the one, with all the disheartening circumstances which surrounded the other. I ask you not to look to the elevating and unbounded influences which inspired the one in the defence of their own homes, and sacred firesides, and their household gods. I ask you not to bear in mind that those faithful soldiers of our modern republic were sent to a distant and a desert country, to fight against a dastard and a savage foe. I barely ask you to read the simple, unvarnished narrative, and to compare the acts of the one with the acts of the other.

#### ITEMS.

The frigate *Constitution*, which sailed from Hampton Roads on Wednesday of last week, had not arrived at New York on Monday. She may have been driven off by stress of weather, or taken a short cruise to exercise her crew.

RED RIVER RAFT.—Lieut. Col. Vose informs the Secretary of War, in a letter from Fort Towson, Ark., dated March 18th, that the raft in the Red river is again open, and that seven boats had recently passed through, including those laden with stores for the cantonment at Fort Towson.

Major General SCOTT is now in Philadelphia, where he will remain for a short time, and then proceed to Washington. It is believed to be his intention to visit Europe in the fall with his family.—*National Gazette*, April 13.

**ALEXANDER M. MITCHELL**, late of the U. S. army, has been appointed Chief Engineer of the Internal Improvements in Wisconsin.

The British sloop of war *Modeste*, Captain Eyres, from New York, anchored in Hampton Roads on Wednesday, 10th inst. It is reported that she will await the receipt of despatches from the British Minister, after which she will proceed to Bermuda.

**FORT ONTARIO.**—Capt. Canfield and Lieuts. Linard and Scammon, of the Corps of Topographical Engineers, are now prosecuting a survey of this old fortification, preparatory to the application of the appropriation of \$20,000 made by the last Congress for its repair and armament.

The steam packet *Great Western* arrived at New York on Monday morning, in 22 days from Bristol, being the longest passage she has ever made. The news by her is decidedly favorable to the continuance of peace between this country and England. A special messenger, Mr. Kaye arrived in the *Great Western*, with instructions for Mr. Fox.

**MELANCHOLY DEATH.**—On Saturday, in Boston, James Freeman Curtis, Esq., the highly esteemed superintendent of the Worcester rail road, came to his end in a shocking manner. The cars had just left the Depot at Boston, when Mr. Curtis put his head out of a window, and received a severe blow by striking one of the posts of a bridge—he lived but a short time afterwards. Mr. Curtis was formerly a lieutenant of the navy, but resigned several years since in consequence of the slow process of promotion.

#### ARRIVALS AT WASHINGTON.

April 10—Purser G. R. Barry,	navy,	Polk's
11—Lieut. B. W. Hunter,	do	Gen. Hunter's
Comm'r W. K. Lathimer,	do	Gadsby's
12—Comm'r S. L. Breese,	do	do

#### LETTERS ADVERTISED.

WASHINGTON, April 15, 1839.

**ARMY.**—Lt A W Allen, Capt Jacob Brown, Capt J G Barnard, Major Thomas Childs, Dr S G J DeCamp, Capt E Harding 2, Major E Herring, Lt J E Johnston, Lt Geo H Pegram 3, Dr E B Wolcott.

**NAVY.**—Lt Geo S Blake, Lt John L. Ball, Lt Alexander Gibson, C H Haswell, Comm'r H Henry, P Mid D D Porter, Capt M C Perry 3.

**MARINE CORPS.**—Lieut Col Freeman.

**UNPAID LETTERS REFUSED.**—New York, April 13. Boston, April 13.

ST. AUGUSTINE, March 31, 1839.

**ARMY.**—Major Thomas Childs, Dr D C DeLeon, Lt G Patten 2.

#### PASSENGERS.

**NEW YORK**, April 9, per ship Ocmulgee, from New Orleans, Dr. A. F. Suter, of the army.

**SAVANNAH**, April 7, per steamboat Wm. Seabrook, from Charleston, Lieut. Trapiet, of the army. Per steamboat Florida, from Picolata, Col. Fanning, Major Belton, and Lt. Miller, of the army.

**CHARLESTON**, April 11, per steampacket Thorne, from Savannah, Col. Fanning, and Lieut. J. H. Miller, of the army.

**NEW ORLEANS**, March 31, per steamer *Velocipede*, from Natchitoches, Capt. B. Walker, of the army.

**ST. AUGUSTINE**, March 26, per schr. *Empire*, from Charleston, Paymaster C. Andrews, of the army.

April 5, per steamer Wm. Gaston, from Black creek, Lieut. Ross, 4th artillery.

#### ARRIVALS AT PHILADELPHIA.

April 9—F. S. Haggerty, B. F. Sands, F. Clifton, navy; Dr. Randall, army.

April 11—Capt. McCall, navy.

12—Lt. G. H. Territt, marine corps; Lt. W. D. Porter, E. Middleton, and H. N. T. Arnold, navy.

#### COMMUNICATIONS.

##### PAY OF THE ARMY.

The following petition was presented by Mr. CALHOUN to the Senate at the last session of Congress, and referred to the Committee on Military Affairs.

*To the Senate and House of Representatives, in Congress Assembled:*

The petition of WILLIAM H. CHASE, Major in the corps of Engineers, in the service of the United States respectfully sets forth:

That the act of Congress, passed at its last session for the increase of the army, provides for advance pay and emoluments to the officers of the staff and staff corps, without affording similar benefits to the officers of the artillery and regiments of the line.

That no reason is perceived why a distinction of pay should exist between the engineer and ordnance on one hand, and the artillery on the other. They are kindred corps. Between the topographical engineers engaged in *surveying* the country, and the infantry employed in *guarding* it.

That in the opinion of your petitioner, and he believes, of a large number of the officers of the army, the distinction of pay thus created, and which did not exist at any former period, is unjust in its operation, and subversive of the interests of the army.

Your petitioner, therefore, without further intrusion on your time, respectfully asks such an investigation of the matter, and such legislative enactments in the premises, as will establish a just pay for the army.

WM. H. CHASE,

Major of Engineers.

PENSACOLA, Jan. 1, 1839.

#### THE ASSIGNMENT OF THE MEDICAL STAFF OF THE ARMY.

Who performs the duty of stationing or assigning the medical officers of the army? By what kind of rule or principle is it done? I have heard these questions asked, frequently, by very many officers of the different corps of the army; I have never heard an answer given. By reference to regulations, one would suppose the Secretary of War did this duty; this, however, is a grand mistake; except in urgent cases, I believe he seldom interferes. It might be supposed to be done by the Surgeon General; but this cannot be, he tells you (if your application is not a favored one,) your case is decided, according to regulations, by the Secretary of War; and he, you find, kindly refers your application back to the Surgeon General for such directions as the "good of the service may seem to require." The Commanding General of the army, it would seem, might have something to do in this matter; I believe he does not, except in certain cases. The Assistant Surgeon General and those on "temporary duty" in that office can, of course, only *advise*, in this delicate and important business. This is, truly, an important matter, in which the rights and interests of many are involved, as well as the paramount consideration, "the good of the service." There are, however, so many ways of performing this latter, I am sure no two will agree *when* and *how* this great interest is best subserved; more particularly, if we should venture to examine closely into the various movements and "temporary" shifts that are occasionally made in this corps; and also the difference in duty, which officers, of about the same rank and age in the service, are made to perform.

I would, most respectfully, ask if any one can tell by whom this apportionment of duty among the medical officers has been, or is being done? upon what pretended principle or rule it has been performed for the last few years? That wonderful paragraph of Regulations, No. 67, renders "confusion worse confounded;" its true meaning has never been made known, I think: and if it has ever had any applica-

tion, it must have been by a kind of *inverse* ratio or proportion.

All may have been done that skill and great attention could do in the premises. But may there not be some *new* way adopted, that less will be left to chance or the *force* of circumstances in the distribution of the medical officers, and in relieving the same? May not this corps be attached to regiments; or detailed by roster; or assigned by some sort of rule; by seniority, (which used to be much talked of in by-gone days;) or by a kind of classification, based upon *length* of service: to the end, that there may be some hope, in time, of *equalizing*, in some degree, the service, particularly the *unpleasant* part; the pleasant part seems easily taken care of.

AN OBSERVER.

### REVOLUTIONARY POETRY.

A friend who, for want of better employment, has been amusing his leisure hours by poring over *musty* tomes and newspapers published during the Revolution, lately stumbled on the following verses in the Boston Gazette and Country Journal, of the 27th Nov., 1775, and was so much pleased with their humor, that he took the pains to copy them for us.

It was proposed, not long since, to collect the songs and fugitive pieces of that day, into a volume. They would be new to the present generation, and revive the recollection of stirring times with the few then old enough to receive impressions and not yet removed from among us.

The "new song," was doubtless written by some *saucy* Rebel, and contains more wit than harmonious measure. One cannot but be struck with the more than Alexandrine length of some of the lines.

—Ed. A. & N. C.

### THE KING'S OWN REGULARS,

AND THEIR TRIUMPH OVER THE IRREGULARS.

#### A NEW SONG.

Since you all will have singing, and wont be said nay,  
I cannot refuse when you so beg and pray;  
So I'll sing you a song—as a body may say,  
'Tis of the King's Regulars, who ne'er run away.  
O the old soldiers of the King, and the King's own Regulars.

At Preston Pans we met with some Rebels one day,  
We marshall'd ourselves all in comely array;  
Our hearts were all stout, and bid our legs stay,  
But our feet were wrong-headed and took us away.  
O the old soldiers of the King, and the King's own Regulars.

At Falkirk we swore we'd resolve to be braver,  
And receive some credit by better behaviour;  
We would not acknowledge feet had done us a favour;  
So feet swore they would stand, but—legs ran however.  
O the old soldiers of the King, and the King's own Regulars.

No troops perform better than we—at reviews;  
We march, and we wheel, and whatever you choose—  
George would see how we fight, and we never refuse,  
There we all fight with courage—you may see it in the News.  
O the old soldiers of the King, and the King's own Regulars.

To Monongehala, with Fifes and with Drums,  
We marched in fine order, with cannon and Bombs;  
That great expedition cost infinite sums;  
But a few Irregulars cut us all into crumbs.  
O the old soldiers of the King, and the King's own Regulars.

It was not fair to shoot at us from behind Trees;  
If they had stood open, as they ought, before our Great Guns,  
we should have beat them with ease.

They may fight with one another that way if they please;  
But it is not Regular to stand and fight with such rascals as these.

O the old soldiers of the King, and the King's own Regulars.

At Fort George and Oswego, to our great reputation,  
We show'd our vast skill in fortification;  
The French fired three guns—of the Fourth they had no occasion,

For we gave up those Forts—not through fear—but mere persuasion.

O the old soldiers of the King, and the King's own Regulars.

To Ticonderoga we went in a passion,  
Swearing to be revenged on the whole French nation;  
But we soon turned tail, without hesitation,  
Because they fought behind Trees, which is not the Regular fashion.

O the old soldiers of the King, and the King's own Regulars.

Lord Loudon he was a fine Regular general they say;  
With a great Regular army he went his way  
Against Louisbourg to make it his prey;  
But he returned without seeing it, for he did not feel bold that day.

O the old soldiers of the King, and the King's own Regulars.

Grown proud at Reviews, great George had no rest,  
Each grandiose he had heard a Rebellion suppress;  
He wish'd a Rebellion, look'd round and saw none,  
So resolv'd a Rebellion to make of his own—  
With the old soldiers of the King, and the King's own Regulars.

The Yankees he bravely pitched on, because he thought they would not fight,  
And so he sent us over to take away their right;  
But least they should spoil our review clothes, he cried braver and louder,  
"For God's sake, brother Kings, don't sell the cowards any guns nor any powder."

O the old soldiers of the King, and the King's own Regulars.

Our General with his Council of War did advise,  
How at Lexington we might the Yankees surprise.  
We marched, and remarched, all surprised at being beat,  
And so our wise General's plan of surprise was complete.

O the old soldiers of the King, and the King's own Regulars.

For fifteen miles they followed and pelted us, we scarce had time to pull a trigger;  
But did you ever know a retreat performed with more vigour?

For we did it in two hours, which saved us from perdition,

'Twas not in going out, but in returning, consisted our expedition.

O the old soldiers of the King, and the King's own Regulars.

Says our General, "we were forc'd to take to our arms in our own defence;"  
(For arms read legs, and it will be both truth and common sense;)

"Lord Percy, (says he,) I must say something of him in civility,  
And that is—I can never enough praise him for his great—agility."

O the old soldiers of the King, and the King's own Regulars.

Of their firing from behind fences he makes a great pother,  
Every fence has two sides; they made use of one and we only forgot to use the other.

That we turn'd our backs and ran away so fast, don't let that disgrace us,

'Twas only to make good what Lord Sandwich said—"that the Yankees would not face us."

O the old soldiers of the King, and the King's own Regulars.

As they could not get before us, how could they look us  
in the face!  
We took care they should not by scampering away  
apace;  
That they had not much to brag of, is a very plain case,  
For if they beat us in the fight, we beat them in the race.  
O the old soldiers of the King, and the King's own  
Regulars.

## ORIGINAL POETRY.

## OKEE-CHOBEE—A PARODY.

WRITTEN BY CORPORAL GEO. MORSE, COMPANY "D," 1st  
INFANTRY, Dec. 26, 1837.

*Air*—"A wet sheet and a flowing sea."

A wet foot and an empty sack,  
And a rain that's falling fast,  
But signs are in our winding trail  
Which heaves each gallant breast;  
Which heaves each gallant breast, my boys,  
Whilst our braves, as eagles flee,  
Away speed through the swamps, to keep  
Their hours bright and free;  
Their honors bright and free,  
Away, &c. (Repeat.)

Oh, for a white and peaceful flag!  
I heard a fair one sigh;  
But give to me the roaring gun  
With the blue smoke curling high:  
With the blue smoke curling high, my boys,  
And a captain true and brave,  
For the watery swamp our palace is,  
Our heritage the grave;  
Our heritage the grave,  
For the, &c. (Repeat.)

There's battle in yon hammock black,  
There's lightning in yon cloud—  
Hark! hark! to the music, comrades dear,  
For the Indian yell is loud;  
For the Indian yell is loud, my boys,  
And the rifle's flash is free;  
But the field of battle is our home,  
And happy, happy men are we;  
And happy men are we,  
But the field, &c. (Repeat.)

Hark! how the distant thunders roll,  
But the rifles lighter flash;  
The Indians break, without control,  
From our muskets' dreadful crash;  
From our muskets' dreadful crash, my boys,  
Whilst our colors still are free,  
And the field of battle is our own;  
And merry, merry men are we,  
And merry men are we,  
And the field, &c. (Repeat.)

## DOMESTIC INTELLIGENCE.

## FLORIDA WAR.

*Office of the News,*

ST. AUGUSTINE, April 1. }

The steamer Santee, Pointsett, broke her shaft,  
south of New Smyrna, and put back to Black creek.  
Lieut. Col. HANNEY, and two dragoons, going to the  
posts on the seaboard, were landed at Fort New  
Smyrna.

Gen. TAYLOR left Picolata for Pilatka on 30th ult.

## BY EXPRESS MAIL.

*From the Louisianian, April 10.*

ARRIVAL OF STEAMER METEORE FROM VERA  
CRUZ—The French war steamer Metéore arrived  
here yesterday afternoon, and fired a salute opposite  
the city. Her arrival was sudden, and the means of  
returning the civility were not immediately at hand.  
In a little while a detachment of the artillery battalion  
repaired to the public square and reciprocated  
the salute in due form.

The Metéore brings the news of the ratification of  
the treaty of peace between the two powers, con-  
cluded at Vera Cruz. Admiral Baudin had the good-

ness to transmit to us a copy of his *Order of the day*,  
promulgated a few days after the arrival of the rati-  
fication, to wit:

## ORDER OF THE DAY.

ON BOARD THE NEREIDE.

*Harbor of Vera Cruz, March 29, 1839.*

The Admiral announces to the crews of the squad-  
ron and to the garrison of Ullon, that he has just re-  
ceived from the Mexican Government the ratifica-  
tion of the treaty of peace concluded on the 9th  
March, between France and Mexico.

These ratifications are such as the admiral required.  
The cabinet of Mexico has renounced the preten-  
sions which it had avowed. The doubts which had  
been raised of its sincerity at this moment, have been  
dissipated.

The admiral, representing the kind and generous  
intentions of France, has imposed moderate condi-  
tions upon Mexico. The object of the expedition,  
nevertheless, has been fully attained.

Mexico pays an indemnity of three millions of  
francs to those of our countrymen who had put in  
their claims before the war.

The necessary guarantee for the future security  
of persons and property of Frenchmen are obtained.

The amount of indemnity to those who have suf-  
fered through the law of expulsion, will be fixed by  
arbitrators.

Our commerce in Mexico hereafter is placed on  
the same footing with that of the most favored na-  
tion.

In consequence of the peace, the fortress of Ullon  
will be restored to Mexico. This restitution will  
take place in the first day of next month. The  
squadron will then return to France, with the ex-  
ception of a small number of vessels required for the  
station.

Seamen, artillerymen, marines! each of you, in  
quitting the coast of Mexico, will carry in his heart  
the satisfaction of having co-operated in a work use-  
ful and glorious to France. The country against  
which you have fought, and to which you had it in  
your power to do much harm, will bless your mod-  
eration and your generosity. And your admiral will  
always be happy to bear witness to the spirit of order  
and subordination, to the courage and devotion  
which you have shown in the whole course of this  
expedition.

CHARLES BAUDIN.

## TO MARINERS.

CUSTOM HOUSE, COLLECTOR'S OFFICE,

*Savannah, April 4, 1839.*

A new light house has recently been erected and  
lit on Amelia island; and it is made my duty by the  
Government, to have its bearings and distances as-  
certained and published for your information, which  
I do by referring you to the official report made me  
by Captain Rudolph, of the revenue cutter Jackson,  
inserted below.

A. B. FANNIN, Collector.

## UNITED STATES CUTTER JACKSON,

*Amelia Harbor, March 31, 1839.*

SIR: I send you, agreeable to your orders, the  
following directions, viz:

Bring the light to bear west by north, half north,  
and run for it until inside of the bar, which can be  
known by passing a buoy; and if the buoy should  
not be there, you must be governed by your lead, as  
you will have 10 feet at low tide, and 16 or 17 feet  
at high tide on the bar. After passing in you will  
deepen your water, after which the course up the  
channel is N. W. by N. but as the current is vari-  
able, persons must be governed by the eye and lead,  
at the same time keeping close to the north breaker.

The light house is on the north point of Ancha  
island, in latitude 30 deg. 37 min. north—longitude  
81 deg. 34 min. west.

THOS. C. RUDOLPH, Captain.

To A. B. FANNIN, Esq.,

Collector of the port of Savannah.

**LAUNCH.**—The United States sloop of war *DECATUR*, of sixteen guns, was launched in fine style at the Navy Yard, Brooklyn, last evening, [Thursday, April 9.] at five o'clock. She glided gracefully into her destined element, and was greeted with three cheers from the crew of the frigate *Hudson*, and "Hail Columbia" from her band. We rejoice to see the name of a man so justly dear to our country and navy, thus renewed in one of our noble ships of war. We predict that she will always be a favorite with seamen, and ill betide him who lets her fall an easy prey to an enemy. The law requires that the sloops of war shall be named after towns of the different States. There are at least six or eight considerable towns in the western States called Decatur; therefore Mr. Paulding has shown his taste and good sense in thus paying a just compliment to those patriotic settlers who adopted the name of the gallant naval hero, as well as to the name itself. She is constructed on a model furnished by Samuel Hartt, Esq., principal Naval Constructor at this station, and will, it is not doubted, prove a fast sailing ship. Her equipments are all on the most approved plans, combining economy with efficiency. Prosperity to the good ship *Decatur*, wherever destiny may lead her.—*New York American*.

**DADE INSTITUTE OF FLORIDA.**—At a meeting of the Students of the University of Virginia, held March 26, 1839, T. H. Watts was called to the Chair, and R. B. Gooch appointed Secretary.

After the object of the meeting was stated, namely—to consider the propriety of encouraging the endeavors of Capt. I. L. Norman, to found a Literary Institution in Florida—it was addressed by Captain Norman, who produced various testimonials in favor of his undertaking.

Mr. R. A. Johnson, then offered the following resolutions, which were adopted:

*Resolved*, That we view the plan of the Dade Institute of Florida, designed by Captain Norman, and sustained by the people and Legislative Council of Florida, as entirely adequate to the diffusion of information, and as a merited and praiseworthy monument of the honored dead.

*Resolved*, That both in its grand outlines and its details, it receives our warm admiration—an admiration which springs from a conviction of its excellence; and that this, together with those reverential feelings which gave it birth, recommend it to the approval and assistance of Congress.

*Resolved*, That its end, which is to enlighten the youthful and to perpetuate patriotism by a lasting tribute to its departed valories, is in consonance with our free institutions, and should be greeted with the welcome of our country.

*Resolved*, That in communicating with our friends, we will recommend its claims, and exert our influence for its success.

The meeting then adjourned.

T. H. WATTS, *Chair'n*.

R. B. GOOCH, *Sec'y*.

**EXPEDITION TO THE OREGON TERRITORY.**—The steamer *Antelope*, owned by PIERRE CHOUTEAU, Jr. Esq., and under the command of EDWARD F. CHOUTEAU, both of this city, left this port yesterday, with several scientific gentlemen; among whom are Mons. NICOLET, of the Academy of Sciences of Paris, and Lieut. FREMONT of the Topographical Engineer Department at Washington; also about 12 clerks and 120 hands, and laden with articles for the supply of the trade. The corps will be conveyed some distance above the mouth of the Yellow Stone river, as far as the water will enable the boat to ascend, probably a distance exceeding 2,000 miles above the mouth of the Missouri. The boat is expected back in about three months. The company left in good spirits, and we trust the fatigues, trials and sufferings, attendant on such an expedition, will not

be endured without a fair recompense. This whole company is in the service of the American Fur Company, which sends a like number to the Mountains about once in two years, the time usually required for the excursion.—*St. Louis Republican*, April 5.

**THE CONSTITUTION.**—This gallant ship got under way from the naval anchorage at day light on Wednesday morning, for New York, and proceeded directly for sea, taking the ebb tide, which had been some time running, and carrying it with her till she reached the Capes. She had a draft of 23 feet 8 inches, and passed through the narrows at the mouth of the river, with the water a foot below a common flood tide, never stopping to inquire about the depth. Mr. Hicks, who piloted her out, is extravagant in his eulogies of her fine sailing, and the ease and gracefulness with which she works and moves. He left her ten miles outside the Capes, with a fine breeze, and all well.—*Norfolk Herald*, April 12.

**NAVAL—AT HOME.**—The keel of a sloop-of-war, to rate sixteen guns, is now being laid at the navy yard in this city; and we understand that a steam ship is about to be erected in the large ship house of which the "Pennsylvania" was once a noble tenant. A naval tender is likewise to be therein erected, though whether to be rigged sloop or brig-wise is not yet determined. Commodore Stewart will act as overseer of the whole. We congratulate our industrious mechanics, at the prospect of once more hearing the hammer of the workman within the walls of this national depot of our city.—*Philadelphia Times*.

#### EAST INDIA SQUADRON.

*Correspondence of the Journal of Commerce.*

U. S. FRIGATE COLUMBIA, }  
Bombay, Nov. 1, 1838. }

We arrived at this port this morning, after a passage of six days from Muscat. We had a very good passage from Rio Janeiro—eleven weeks run. At Muscat we lost two men by disease, and sixty more were on the sick list. It is very sickly in Bombay, and not a man can go ashore. We are supplied with fresh beef and a plenty of fresh vegetables. You can have no idea of the heat in this country.—a man will turn into his hammock at night, and wake up in the morning with one leg melted off!!! The vessel is waiting for the letter bag.

We were visited at Muscat by the Sultan's son, and the young Prince, the Lord High Admiral of Arabia. We have had no visitors on board here, as yet. Every thing has been in confusion,—firing salutes and mooring ship.

We have a fine ship of 64 guns and 550 men.

An officer on board the U. S. frigate *Columbia*, writing from Bombay, under date of Nov. 1st, furnishes the following list of deaths on board the ship: "May 2, at Hampton Roads, Edward Bonsall, seaman, mania a potu. May 24th, at sea, John Kemp, of New York, seaman, fell from the yards. July 27th, at Rio de Janeiro, John Davis, seaman, rupture of blood vessel. Aug. 9th at sea, Thomas M'Lean, seaman, dropsy. Aug. 15th, at sea, Owen Monk, corporal marines, consumption. Oct. 18th, at Muscat, John Clark, of Finland, in Baltic, 2d gunner, exposure to sun. Oct. 22d, at Muscat, Henry Keating, of Utica, New York, ordinary seaman, supposed to be poisoned by fish."

He adds—None are dangerously ill now. We had a few cases of chicken pox on board, which affected nearly all of the junior officers; but it has nearly disappeared. The John Adams is close by us—all hands well.—*N. Y. Com. Adver.*

By private letters, received via Salem, dated Colombo, Island of Ceylon, 1st Dec. last, information has been received from our East India squadron. The Columbia and John Adams left Bombay on the last of October, and after touching at Goa and other places, arrived at Colombo on the 23d November. On the 30th, the American Consul at Point de Galle applied to Governor Mackenzie, for an English armed vessel, to be despatched to Qualla Battoo, and give the news of the plunder of the Eclipse, and the massacre of part of her crew. The next day our squadron, under Commodore Read, got under way for that place; the crews of both vessels volunteered for the expedition against the Malays, and we shall no doubt shortly hear of another summary chastisement inflicted on those audacious plunderers.—*New York Express*.

**SUPERIORITY OF ELASTIC CABLES.**—Mr. Hennessey, the inventor of the elastic life-boat, has addressed a letter to the editor of the Liverpool Mercury. In which he shows the great superiority of cables fabricated of elastic materials, over those of a different character, especially in riding out a heavy gale of wind. The following is an extract from the letter:

"Many years ago I was the mate of a ship of 350 tons. We were lying in Gibraltar Roads, with a 13-inch cable, and best bower anchor down; the morning was fine, the master and chief part of the crew went on shore for water, &c., and before they were ready it came on to blow so hard that they could not return to the ship. I had what seamen call the long service out; but as the gale was still increasing, I gave cable to the end clenched to the foremast. I had on board a 9-inch bass cable of 120 fathoms, never wet, which I bent in place of the hemp cable to the second bower. This bass is a kind of grass very cheap in Portugal, called *sparta* in the language of that country. We run up the fore staysail, gave the ship a broad sheer, and let go the grass cable under foot. The gale increased to a tempest, such as I never saw before nor since; although in ballast, riding head to wind, and having a very quick sheer astern, we had to fix the dead lights, or she would have filled through the cabin windows, whilst riding by the hemp cable.

At twelve at night the hower burst, the ship brought up by the grass cable, and although the wind and sea increased, she never pitched even her transom in, but rode like a duck for twenty-four hours during the gale. There were twenty-two sail, mostly fine ships, in the roads at the time, all of which went on shore, but the one I belonged to, and two small craft that had grass cables. So much for elasticity."

Having laid before our readers of the United Service Gazette the new mode of arming the ships of the British navy, the principal feature of which is the partial introduction of the system of the French Artillerist PAIXHANS, we think it may render our expositions on this important subject more complete, if we give the armaments which PAIXHANS himself proposes for the ships of the line and frigates of the French navy.

For a ship of 74 guns he adopts the following:

Lower deck,	29 48-pounders, or 7-inch guns of 5,100 lbs. weight, and 5 ft. 2 in. long.
Upper deck,	30 48-pounders, or 7-inch guns, of 4,100 lbs. weight.
Qr. deck, fore, & poop,	29 48-pounder carronades.

These will all project shells (the author observes) of the calibre of 48, and weighing 35 pounds. With the usual armament this same ship would throw solid balls of 8, 18, and 36 pounds; "and it is known," says M. Paixhans, "ships will receive many hundred such shots without being put *hors de combat*."

"The superiority (again observes this artillerist) of the proposed armament, great as it is in the 74-gun ship, becomes still more so in ships of three decks; for a ship of three decks mounts now 126 guns, which will throw 3,000 pounds of shot; whilst the same number of guns with the proposed armament will project 4,400 pounds of 48 pounders, or 7-inch shells."

"Lastly, what superiority will not the new armament have, if we add to it, and it is far from being impracticable, some bomb-cannon of the calibre of 80 or of 200?"

M. Paixhans then proposes to arm the larger French frigates, carrying 24-pounders on their main decks, with 30 7-inch or 48-pound guns, of the same weight as the common 24-pounders, and 20 carronades of the calibre of 48.

The 44-gun frigates, too, he arms with 28 7-inch or 48-pound guns, of the same weight as the 18-pounders they are substituted for; two carronades of the calibre of 48, and 14 carronades of the calibre of 36.

The French 7-inch, or 48-pounder shell, is nearly 7 1-2 inches English in diameter, and weighs 35 pounds French, or 37 3-4 pounds English. The gun proposed for projecting these shells is 5,100 pounds French in weight, or 5,285 pounds English, and is 86 inches French long from the breech to the muzzle, or in English measure 7 feet 7 1-2 inches.

The 8-inch, or 80-pounder gun of M. Paixhans, will discharge a shell of 8 1-2 inches English, and weighs 69 cwt., or the same as the French 36-pounder. The length is 8 feet 1 inch, English measure.

With these memoranda, which we have extracted from M. Paixhans's work, entitled "*Nouvelle Tour Maritime*," our readers may make their own comparisons and conclusions in relation to the adoption of this able artillerist's suggestions. In a partial degree, by our naval authorities.—*United Service Gazette*, March 16.

### THE RUSSIAN NAVY

[Abridged from the *London Atlas*, Feb. 9.]

*Excursions in the interior of Russia, including Sketches of the character and policy of the Emperor Nicholas, Scenes in St. Petersburg, &c. &c. By Robert Bremner, Esq. 2 vols. Henry Colburn. London, 1839.*

The discussion which has lately taken place upon the subject of the Russian navy, invests the following passage with peculiar interest. It appears that Commander Crawford's account of the Russian navy, which Sir John Barrow, sitting calmly in the Admiralty, ventured to call in question, falls even short of the present state of that force. Mr. Bremner, who is too patriotic to relinquish the idea that England, even at a great numerical disadvantage, must continue to maintain the sovereignty of the seas, yet makes the subjoined statement of dangers to which even his English prejudices cannot render him indifferent. We ought to premise that the "we" in these extracts is intended to embrace Mr. Bremner's travelling companions; but that it applies, in matters of fact or opinion, to himself.

"While we refuse to adopt the exaggeration, in which some have indulged on this subject, we cannot conceal the fact, that Russia now possesses a navy which ought to make us look searchingly at the state of our own. The magnitude of the danger which menaces us will be most apparent, from an analysis of the united force above named. The Baltic fleet, for instance, which, two years ago, consisted of only twenty-six ships of the line, now (1839,) including the two fine ships which were launched last September, is composed as follows:

- 1 three decker of 120 guns.
- 3 three deckers of 113 guns.
- 7 ships of 84 guns.

19 ships of 74 guns.

in all, thirty heavy line of battle ships (not forty-five, as has been erroneously stated.) To these, however, must be added,

1 razeed of 56 guns.

3 frigates of 52 guns.

18 ditto of 44 guns.

besides corvettes and small craft; in all composing a fleet of the strength above named, and manned by a force of \$3,000 men.\*

"The Russian fleet in the Black Sea, which, three years ago, reckoned only fifteen ships of the line (not eighteen, as has been frequently stated in England), with smaller vessels in proportion, and manned by 19,800 well trained seamen, was considerably weakened by losses in the severe gales of the winter of 1837-8; but, in consequence of additions made to it of ships recently launched at Nicolaëff, &c., the strength of this fleet at the present moment amounts to sixteen ships of the line, which, it is said, will be further strengthened in the course of the ensuing summer, by the addition of other ships now building. It being customary in Russia to begin the training of the crew of a new ship the moment her keel is laid, the ships last referred to will be ready for sea as soon as they are launched.

"Nor is the list yet finished. In calculating the naval strength of Russia, we must not overlook the ships which she now has on the Caspian, which are the more valuable to her, that there is no chance of an enemy being able to reach them. Already there are several vessels of very considerable size on this sea; and more are in rapid progress at the building-yards recently established, at very favorable points.

"The last item to be added is her steamboats, which, in such seas as Russia will have to fight upon, will be of the utmost service to her in case of a war. Including those on the Caspian and the Sea of Azoff, she has now at least sixty steamers, of one kind or other."

It appears that the Russian navy has been in former times more numerous than it is now, but the power of a navy does not always consist in the number of ships:

"Yet admitting, as we most readily do, that the Russian navy has at some former periods been strong and numerous; admitting also that the fleet, whose strength is above detailed, is, in every sense of the word, inferior to ours; that much of what has been circulated about the science of the officers and the adroitness of the men is mere puerile exaggeration; that the Russian sailor is a hundred years behind the British;—admitting all this, the great fact must still strike all who reflect on this subject, that the Russian navy never was before in such high condition as it now is. Ships and men, even the worst in the service, are far superior to any that she ever before could boast of.

"Besides,—the mere numerical strength of such a fleet, managed with however little skill, cannot fail to tell tremendously when war breaks out. Though England has nothing to fear from superiority of ships nor of seamanship, she ought to look well at the physical weight, the brute force, of the many-limbed leviathan with whom she will have to engage."

We are afraid that Mr. Bremner's opinion that the Russian sailor is a hundred years behind the British, is no better than one of the "puerile exaggerations" which he condemns in others; at all events it is the opinion of a landsman; and there are naval officers

who are prepared to affirm, from personal observation, that the Russian marine is one of the most admirably disciplined bodies of men afloat. Why do not we insist upon these points? Simply because our patriotism instructs us not to repose upon fancied security, but to be ready at all moments to defend our country against aggression.

## NAVY REGISTER.

Lieutenants.	DUTY OR STATION.
James P. Oellers,	Ordinary, Philadelphia
Charles E. Crowley,	Waiting orders
Wm. A. C. Farragut,	Invalid
H. H. Cocke,	Waiting orders
Wm. J. McCluney,	Waiting orders
J. B. Montgomery,	Com'g Rec'g ship at Boston
Horace B. Sawyer,	On duty with army, Vt. frontier
C. K. Stribling,	Waiting orders
Joshua R. Sands,	Rendezvous, New York
John J. Young,	Sup't Hospital, Norfolk
Charles H. Bell,	Waiting orders
Abraham Bigelow,	Com'g schr. Shark
Frank Ellery,	Rendezvous, New York
Frederick Varnum,	Waiting orders
Joshua R. Jarvis,	Waiting orders
Thomas W. Freelon,	Rendezvous, Boston
Samuel W. LeCompte,	Waiting orders
Charles T. Platt,	Waiting orders
Wm. M. Armstrong,	Com'g Rec'g ship, Norfolk.
Wm. F. Shields,	Waiting orders
G. J. Pendergrast,	Ohio 74, Mediterranean
Wm. C. Nicholson,	Com'g schr. Boxer
James B. Cooper,	On leave
E. W. Carpenter,	Frigate Constitution
John L. Saunders,	Waiting orders
Joseph B. Hull,	Waiting orders
John Stone Paine,	Com'g schr. Grampus
John E. Prentiss,	Waiting orders
Joseph Moorehead,	Waiting orders
Thomas Pettigru,	Waiting orders
John S. Chaucey,	Ass't inspector of ordnance, &c.
Irving Shubrick,	Com'g Rec'g vessel at Philad'a
John Kelly,	Waiting orders
Edmund Byrne,	Waiting orders
Edward S. Johnson,	Waiting orders
Wm. H. Gardner,	Com'g packet brig Consort.
David G. Farragut,	Waiting orders
Richard S. Pinckney,	Waiting orders
Stephen B. Wilson,	Frigate Macedonian
Edward C. Rutledge,	Waiting orders
William S. Harris,	Waiting orders
Thos. Aloysius Domin,	Waiting orders
Robert H. Cunningham,	Navy Yard, Washington
James Glynn,	Survey harbors, North Carolina
Joseph Myers,	Waiting orders
Wm. C. Wetmore,	Waiting orders
Thomas R. Gedney,	Survey of the coast
John Bubier,	Navy Yard, Boston
Victor M. Randolph,	Waiting orders
Jacob Crowninshield,	Rendezvous, Boston
Frederick Eagle,	Waiting orders
Alex. J. Dallas,	Ordinary, Boston
John Rudd,	Waiting orders
Robert Ritchie,	Rendezvous, Philadelphia.
Wm. W. McKean,	Navy Yard, Philadelphia
Franklin Buchanan,	Com'g Rec'g vessel Baltimore
Samuel Mercer,	Ohio 74
Charles Lowndes,	Waiting orders
L. M. Goldsborough,	Waiting orders
George N. Hollins,	Rendezvous, Baltimore
D. N. Ingraham,	Waiting orders
John Manton, Jr.,	Ordinary, Philadelphia
Henry Bruce,	Navy Yard, Boston
William D. Newman,	Navy Yard, New York
Henry A. Adams,	Waiting orders
Alex. B. Pinkham,	Navy Yard, Norfolk
James D. Knight,	Sloop Natchez, W. I.
Joseph Mattison,	Waiting orders
William S. Walker,	Ordinary, Boston
Alex. S. Mackenzie,	Com'g brig Dolphin.
George F. Pearson,	Navy Yard, Portsmouth, N.H.
James T. Gerry,	Sloop Warren
John S. Nicholas,	Com'g packet schr. Woodbury
Samuel F. Dupont,	Ohio 74
Wm. L. Hudson,	Com'g ship Peacock, Ex. Ex.

\* These numbers will be found to differ considerably from those of the list published by Captain Crawford, many additions having been made to the naval force of Russia since his pamphlet was published. From what we saw of him in the north of Europe, we were fully prepared to find that any thing coming from his pen would be well worthy of the attention with which his pamphlet has been received in England.



Wm. H. Campbell, Waiting orders  
 James P. Wilson, Navy Yard, Pensacola  
 George A. Magruder, Frigate Columbia  
 John Pope, Razee Independence  
 Levin M. Powell, Waiting orders  
 Charles Wilkes, Com'g S. S. S. and Ex. Exped'n  
 Elisha Peck, Waiting orders  
 Thomas J. Manning, Waiting orders  
 William Pearson, Waiting orders  
 Wm. L. Howard, Ohio 74  
 Wm. P. Percy, Rec'g ship, Norfolk  
 Richard A. Jones, Waiting orders  
 Thomas J. Leib, Navy Yard, Philadelphia  
 Wm. G. Woolacy, Sloop St. Louis  
 Wm. H. Kennon, Frigate Constitution  
 Arthur Lewis, Sloop Erie  
 John W. West, Waiting orders  
 T. O. Selfridge, North Carolina 74  
 R. R. Pinkham, Frigate Constitution  
 Henry Eagle, Waiting orders  
 A. K. Long, Com'g ship Relief, Ex. Ex.  
 G. J. Van Brunt, Waiting orders  
 Henry Pinkney, Rendezvous, Baltimore  
 Wm. M. Glendy, Waiting orders  
 John H. Little, Sloop Warren  
 George P. Uphur, On leave  
 George S. Blake, Survey of the coast  
 Z. F. Johnston, On leave  
 William Green, Rendezvous, Norfolk  
 Samuel Barron, Waiting orders  
 Timothy G. Benham, Waiting orders  
 Alex. G. Gordon, Waiting orders  
 A. G. Slaughter, North Carolina 74  
 A. E. Downes, Frigate Macedonia  
 Oscar Bullus, Waiting orders  
 Charles H. Jackson, On leave  
 Andrew A. Harwood, Waiting orders  
 Theo. Bailey, Navy Yard, New York  
 H. Y. Purviance, Sloop Fairfield  
 George Adams, Waiting orders  
 Cad'r Ringgold, Com'g brig Porpoise, Ex. Ex.  
 John Graham, Sloop St. Louis  
 Wm. F. Lynch, Steam ship Fulton  
 Henry W. Morris, Waiting orders  
 Isaac S. Sterett, Ordered to steamer Poinsett, co-operating with army in Florida

Francis B. Ellison, Waiting orders  
 Edward B. Boutwell, Waiting orders  
 James T. Humans, Waiting orders  
 John E. Bingham, Sloop Levant  
 Sidney Smith Lee, Navy Yard, Norfolk  
 Wm. C. Whittle, Rec'g ship, Norfolk  
 John H. Marshall, Frigate Constitution  
 Thompson D. Shaw, Waiting orders  
 Robert D. Thorburn, Sloop Cyane  
 Samuel Lockwood, Waiting orders  
 Lloyd B. Newell, Waiting orders  
 Hillary H. Rhodes, Waiting orders  
 Wm. S. Ogden, Frigate Macedonia  
 Frederick A. Neville, Furlough  
 John W. Moore, Steam ship Fulton  
 Charles C. Turner, Steam ship Fulton  
 Joseph Stallings, Rec'g ship Norfolk  
 John Manning, On leave  
 James L. Laidner, Waiting orders  
 Robert G. Robb, On leave  
 Edward M. Vail, Waiting orders  
 Fitz Allen Deas, Waiting orders  
 John Colhoun, On survey of coast  
 Chas. W. Chauacey, West India squadron  
 Law. Pennington, Exploring Expedition  
 Thomas T. Craven, Sloop John Adams  
 Andrew H. Foot, Waiting orders  
 John L. Ball, Rendezvous, Norfolk  
 William W. Hunter, Razee Independence  
 Amasa Paine, Waiting orders  
 Nathaniel W. Duke, Sloop Fairfield  
 Edward G. Tilton, Steam ship Fulton  
 James H. Ward, Waiting orders  
 Henry K. Hoff, Waiting orders  
 Murray Mason, Razee Independence  
 Charles H. Davis, Navy Yard, New York  
 Stephen Johnston, Steam ship Fulton  
 Jonathan W. Swift, Razee Independence  
 Charles W. Armstrong, West India squadron  
 Ebenezer Farand, Waiting orders  
 Henry H. Bell, Frigate Constitution  
 William Smith, Waiting orders

## NAVY.

## U. S. VESSELS OF WAR REPORTED.

WEST INDIA SQUADRON—Ship Natchez, Comm'r B. Page, at Port au Prince, from 1st to 6th March—all well on board.

Ship Ontario, Comm'r. McKenney, sailed from Vera Cruz for Tampico, prior to the 1st April.

BRASIL SQUADRON—Brig Dolphin, Lt. Com'dt Purviance, sailed from Buenos Ayres for Colonia, Jan. 25.

EXPLORING SQUADRON—Letters, both public and private, have been received from individuals on board our south sea exploring squadron, dated 15th January, off the river La Plata, nine days out from Rio Janeiro, at which time all on board were reported to be in good health.

EAST INDIA SQUADRON—Frigate Columbia, Commo. Read, and ship John Adams, Comm't. Wyman, sailed from Columbia, island of Ceylon, on the 1st of December, for Quallah Battoo, to punish the Malays for plundering the American ship Elise.

Packet brig Consort, Lt. Com'mt. Gardner, at Vera Cruz, April 2, to sail for the United States after the arrival of the conducta from the interior.

Schr. Wave, Lieut. Com'dt McLaughlin, at Havana, March 24.

## DEATHS.

On the 22d of March last, in the island of St. Croix, whither he had gone for the benefit of his health, PHILEMON BAKER, M. D., aged 24 years, assistant surgeon U. S. navy, son of LOBE BAKER, of New York.

In Washington, on Monday evening, WILLIAM WARD, a native of Boston, but for several years clerk in the War Department.

At Hillsboro', N. H., on the 1st inst., in the 62d year of his age, the Hon. BENJAMIN PIERCE, a soldier of the Revolution, recently Governor of the State of New Hampshire, and father of Lieut. Col. B. K. PIERCE, of the U. S. A.

## TO CLAIMANTS &amp; OTHERS.

FRANCIS A. DICKINS, of the City of Washington, having resigned the appointment held by him for some years in the Treasury and War Departments, has undertaken the Agency of Claims before Congress, and other branches of the Government, including commissions under treaties, and the various public offices; also, the procuring of patents for public lands, presenting claims for services in the revolution, and for military and navy pensions, and generally such other business as may require the aid of an agent at Washington. He will likewise attend to the prosecution of bounty land claims upon the State of Virginia, and the recovery of lands in Ohio which have been sold for taxes.

Persons having, or supposing themselves to have, claims, can, on transmitting a statement of the facts, have their cases examined, and be advised of the proper course of proceeding. His charge will be moderate, depending upon the nature of the case, amount of the claim, and the extent of the service.

He is also agent for the American Life Insurance and Trust Company, and for the Baltimore Fire Insurance Company.

Mr. F. A. Dickins is known to most of those who have been in Congress within the last four years, or who have occupied any public station at Washington.

His office is on Pennsylvania Avenue, adjoining the buildings occupied by the Treasury Department, and opposite to those occupied by the Post Office Department.

All letters must be post paid. June—1v\*

E. OWEN & CO. MERCHANT TAILORS, BEG leave to inform their Military and Naval friends and the Public in general, that, for the convenience of their patrons in the more central part of the City, they have lately opened the large store one door east of Fuller's Hotel, where, with all gratitude for past favors, they trust to experience a continuance of the liberal support of their customers.

E. Owen & Co. have supplied their store with all that the fashionable world could produce in the article of dress, both for citizens and officers of the Army and Navy; and they pledge themselves to give the same satisfaction which they have invariably given to judges of acknowledged taste.

Washington, D. C. Dec. 14, 1837—1y

# ARMY AND NAVY CHRONICLE.

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VOL. VIII.—No. 17.]

WASHINGTON, THURSDAY, APRIL 25, 1839.

[WHOLE No. 225.]

METEOROLOGICAL JOURNAL KEPT AT THE OBSERVATORY, CAPITOL HILL, THE MONTH OF MARCH, 1839.

Communicated monthly for the Army and Navy Chronicle.

Days of the month.	Phases of the Moon.	9 A. M.										3 P. M.										TEMPERATURE.		RAIN or Snow.	Evaporation.
		Barometer.	Thermometer.		WIND.		Weather.	Barometer.	Thermometer.		WIND.		Weather.	Max.	Min.										
			Sun.	Shade.	Direction and Force.	Hygrometer.			Sun.	Shade.	Direction and Force.	Hygrometer.													
1		29.984	70°	37°	25	12	Westward	Fresh	Clear	30.066	66	43	27	16	Westward	Moderate	Clear								
2		29.874	56	52	35	17	S'd & E'd	Moderate	Hazy	29.734	82	66	48	18	S'd & W'd	do	do								
3		29.992	60	30	12	18	N'd & W'd	Fresh	Clear	30.114	00	26	15	11	N'd & W'd	Fresh	Cloudy								
4		30.504	50	16	..	..	..	..	..	30.450	00	26	14	12	Westward	Moderate	Clear				.320				
5		30.344	45	25	..	..	S. & W.	Moderate	do	30.308	62	38	10	10	do	do	do								
6		30.438	70	34	04	04	Calin	Calin	do	30.350	70	48	38	10	Southward	do	do								
7		30.112	64	45	41	04	S. & W.	Light	Hazy	29.950	00	48	56	04	do	Light	Hazy								
8		29.614	00	43	42	01	Calin	Calin	do	29.500	00	48	45	03	Westward	Moderate	Cloudy								
9		29.700	00	51	42	09	South	Moderate	do	29.602	00	58	48	10	do	Light	do								
10		30.070	50	30	27	03	West	Fresh	Clear	30.002	65	37	27	10	do	Fresh	Clear								
11		30.128	00	34	31	00	N. W.	Light	Cloudy	30.140	73	44	24	20	N'd & W'd	Moderate	do				0.070				
12		30.406	00	32	19	13	do	Moderate	Clear	30.418	76	48	26	22	do	Light	do								
13		30.440	61	36	33	03	West	Light	do	30.350	68	53	34	19	Southward	Moderate	do								
14		30.150	00	48	48	00	Calin	Calin	Rain	30.144	00	47	36	09	N. N. W.	Light	Cloudy				0.13				
15	●	30.330	72	35	30	05	do	do	Hazy	30.286	74	46	30	16	S'd & W'd	do	Clear				.490				
16		30.228	55	46	36	10	South	Moderate	do	30.046	78	59	55	04	do	Moderate	do								
17		30.148	00	42	18	24	S. E.	Light	Cloudy	30.208	84	61	33	31	Southward	do	do								
18		30.026	66	52	46	06	S. W.	do	Hazy	29.900	91	76	46	30	do	do	do				0.06				
19		29.838	71	63	53	10	do	do	do	29.544	77	55	53	02	Northward	do	do								
20		30.284	00	39	39	00	N. E.	do	Rain	30.230	00	39	38	01	Eastward	do	Cloudy				0.25				
21		30.006	00	42	42	00	do	do	Misty	20.872	00	50	50	00	S'd & W'd	Light	Misty								
22		29.850	70	48	47	10	West.	do	Clear	29.844	00	67	45	22	Southward	do	Cloudy								
23		29.758	00	49	49	00	N. E.	do	Rain	29.920	00	48	34	14	Northward	Fresh	do				0.09				
24		30.038	68	43	30	13	N. W.	do	Clear	29.990	80	55	29	26	Westward	Moderate	Clear								
25		29.950	00	42	42	00	do	Fresh	Cloudy	30.018	62	45	22	23	N'd & W'd	Strong	p'g clds				.068				
26		30.252	69	45	32	13	South	Moderate	Clear	30.128	77	57	28	29	Southward	Moderate	Clear								
27		29.988	83	55	29	26	N. W.	do	do	29.918	90	72	57	15	S'd & W'd	Fresh	do								
28		30.050	76	63	50	13	South	do	do	29.990	00	78	47	31	do	do	Cloudy								
29	○	29.924	84	70	50	20	do	do	Hazy	29.804	82	77	45	32	do	Strong	Clear								
30		30.168	00	44	44	00	N. W.	do	Rain	30.236	00	46	30	16	N'd & W'd	do	Cloudy				0.34				
31		30.590	60	36	35	03	North	do	Clear	30.558	71	51	100	low	N'd & E'd	Fresh	Clear								
		30.102	42.8							30.044	52.1														

MARCH 15.—Zodiacal light visible till nearly 9 P. M. The altitude of the pyramid 40° and base 15°. MARCH 19.—At 9 P. M. thunder and lightning in the east, and light showers of rain; wind variable. MARCH 22.—From 9 1/2 to 9 45 P. M. diverging beams of the aurora borealis were visible in the N.E. quarter of the horizon. By reference to the journal, it will be seen that the weather was cloudy at the time, and the appearance was consequently very anomalous. At 10 there remained but a diffused light, extending from N.N.E. to E.N.E.

## COMMUNICATIONS.

## MUTILATION OF THE MONUMENT.

ERECTED TO THE MEMORY OF THOSE WHO FELL  
BEFORE TRIPOLI.

To the Editor of the Army and Navy Chronicle:

Whoever commits a violation, or consents to a perversion of well authenticated history, is guilty of a moral offence, for which he is bound to make atonement to the world; and my object in asking the insertion of this article in a publication which professes to chronicle the events of the navy, is to show that I have done all in my power to purify a page which concerns its character, as well as that of my country and my own. This I do, as I am about leaving America in feeble health, and probably it is the last time I shall have occasion to address you on any subject.

It may be within the recollection of many, that during our war with Tripoli, several of our naval officers fell gloriously before it, in vindication of the honor of our country. I was confined a prisoner at the time, in the Pacha's castle, and was prevented from participating in the acts which immortalized their names; but I was no sooner released by the peace which took place, than a subscription was got up by their brother officers, to erect a monument to perpetuate their fame, so that their conduct might serve as an example for the imitation of others. The money for this purpose was placed at my disposal; I drew the design, had it executed in Italy, brought to the United States, and placed in the navy yard, surrounded by trophies taken from the Tripolitans.

Suitable descriptive inscriptions in English, explanatory of its object, and by whom erected, were placed on it; and one, among others, purporting that the heroes, whose ashes were supposed to be deposited in it, had been inspired by the love of Glory, (represented by the lamps which surrounded the base;) and Fame, after crowning them, had presented to them the Palm. Commerce, bearing the *Cornucopia*, is represented lamenting the fall of its protectors. The bas-relief at the foot of the naval column, represents the battles fought before Tripoli, which America is pointing out and describing to her admiring children, and History is calmly seated at the base, looking back, recording the past events, with a golden pen.

This monument, from its purely unexaggerated and inoffensive character, it was believed, would secure respect, and be exempt from barbarous violence and insult; but I regret to say that, on the invasion of Washington by the British, under General Ross and Admiral Cockburn, it was most shamefully mutilated, and all the historical points and poetic allusions of the inscriptions were defaced, and maliciously and disingenuously obliterated; and this it is now my purpose to show.

The *Flames of the lamps of Glory*, or *Immortality*, were taken away; the *Palm* snatched from the hand of *Fame*; the *golden pen* taken from the hand of *History*; the *pointed firefinger* of the hand of *America* broken off; as also was the "*little end of the horn*" of *Plenty*, borne by *Commerce*. (This vulgar implication needs no comment;) and the sacrilege and violence offered to it made the whole monument more unmeaning and insulting to the navy and the nation, than if it had been entirely overthrown and destroyed.

I arrived in Washington the day after its evacuation by the British, and my first visit was to the navy yard, to learn how the monument had fared. I was regardless of the havoc and destruction of the smoking ruins which surrounded it, and was pleased to believe, at first sight, that it had been respected; but on a close examination, I was persuaded that no common mind and hand had been concerned in the outrage, and that it had not been done without great deliberation. Many conjectures were formed, and

rumors on the subject were afloat, and it was believed by many that the monument had been mutilated by some of our own people, and I determined at once to put the matter to rest.

I consequently addressed a note to Commodore THOMAS TINKER, the commanding officer of the navy yard, dated the 7th of October, 1815; and another of the same date to Mr. BUTLER COCKE, the naval storekeeper; copies of both of which are subjoined, and which led to the correspondence and affidavits annexed, and show proofs of the most positive character that the monument was "mutilated by Britons on the 25th of August, 1814." This inscription I caused to be placed on the base of the column, to perpetuate the event, which many estimated me afterwards to remove, and to repair the damage, both of which I refused, as the circumstances attending it were as well established as any other historical fact; and so I proved to them by the documents I now send for insertion.

About the time of my leaving Washington to go to the East, Commodore HULL, then commanding the navy yard, asked my consent for the removal of the monument from the navy yard, to be placed near the Capitol, to which I objected, as the navy yard was its proper element, and the place for which it was originally intended. About the same time I received a letter on the same subject from a member of Congress, a chairman of some committee; my reply was to the same effect. In the course of our correspondence, the inscription commemorative of the mutilation was referred to; I reiterated the fact of its being historical, and offered proofs.

On my return to America I found, to my astonishment and mortification, that the monument had been taken to the Capitol; the obnoxious inscription had been removed; some of the mutilations had been repaired; and, to cap the climax of absurdity, this naval monument had, as an evil omen I presume, been placed in a small circular pond of dirty fresh water, (not large enough for a duck puddle,) to represent the Mediterranean sea.

Was it intended that the Capitol, which had been burnt on the same invasion, was to give honor and protection to the mutilated monument? and was the removal of the inscription, and the partial repairs of the violence offered to it, intended to efface all recollection of the events which the inscriptions were meant to perpetuate? Then why was not the *Golden Pen* restored to the hand of *History*? the *Palm* to that of *Fame*, and the *Flames of Glory* to the *Lamps of Immortality*? Or was it that these self-constituted judges of historic truth, and guardians of naval honor, were ignorant of the groupings of the design, and the allusions to which it refers? or did they intend, by the omissions, to offer another insult to the truth of the history, of which the monument was the type?

I now call on those who have violated the sacred character of history, by impeaching the truth of the inscription, to restore it to what it was when taken from the navy yard; so that, while the monument may proclaim the glory of those whom it was intended to immortalize, the inscription may proclaim the dishonor of those who have violated its sanctity. Restore the inscription, and the monument will be one of disgrace to Britons. It is now (by implication and association) a dishonor to the navy and my country.

DAVID PORTER.

CHESTER, April 11, 1839.

WASHINGTON, Oct. 5, 1815.

DEAR SIR: It would cost not above ten or twelve dollars to paint the letters on the Tripolitan Monument black, or rather a dark bronze. I wish you and I could afford forty or fifty dollars more, and they should be gilded.

As to the other inscription, let me, in the spirit of

the most friendly candor, make a few remarks, which plead their candor for their excuse.

The monument of London, a tall column of 202 feet high, ascribes the fire of London to the malice of the Papists. POPE, if I recollect the lines right, has damned this inscription everlasting fame, in one of his essays:

"Where London's column, pointing to the skies,  
Like a tall bully, lifts its head, and flies."

Now it is asserted, at and about the navy yard, that the monument was left untouched by the British, and was mutilated by the wantonness of boys, and home-nursed ragamuths. If this is so, although no one more angrily feels the just indignation of an American at the general conduct of the British, particularly as regards the public monuments of this place, than myself, and no one would give this indignation more publicity, I submit to you whether the fact should not be fully ascertained before it is recorded. You have the best opportunities to get at the truth, and if you are satisfied, the inscription shall be immediately cut.

I have to propose some repair of the monument from injury done by the frost. It was not my fault that it was not secured at first. When I have an opportunity to see you, I will state what I wish.

Yours, very sincerely and respectfully,

B. H. LATROBE.

Commodore PORTER.

WASHINGTON, Oct. 7, 1815.

DEAR SIR: It is my intention to record, as long as marble will last, the infamy of those who wantonly mutilated the Monument in the navy yard.

If the injury was done by our own people, as has been confidently asserted, they alone shall bear the stigma; if by Britons, the recollection shall be handed down to posterity. You, I have understood, are among those who have asserted that the injury was done by Americans. There are others who as confidently assert the contrary. I am desirous of collecting all the facts on this subject so interesting to us, and hope, for the honor of my countrymen, that they may be relieved from so foul a stain. If my countrymen have been guilty, the guilt can be proved; if it cannot, it is fair to let it rest on Englishmen. Yet the fact shall not be recorded to their infamy, until the most satisfactory testimony can be obtained, that they were the perpetrators.

If the monument was uninjured when the British took possession of the yard, and injured when they left it, there can be no doubt of its having been injured by them.

You can aid me greatly in the inquiry, and all testimony on the subject I should wish to obtain in the form of affidavits, taken before a magistrate, the expense of which I will be answerable for.

With great respect, your very obt. serv't,

DAVID PORTER.

Commo. THOMAS TINGEY,

Commanding Navy Yard, Washington.

NAVY YARD, WASHINGTON,  
October 14, 1815.

DEAR SIR: In reply to your favor of the 7th inst., relative to the mutilation of the Monument in this yard, I can say but little from my own knowledge, and perhaps in my best recollection of that business I may err.

On coming into the yard on the morning of the 25th August, I learned that a party of the enemy's seamen had just left it, having set fire to the detail issuing store, cooper's shop, and the sheds attached to the east wall of the yard, which had escaped the flames of the preceding night. I found in the yard Mr. Ed'g. Vidler, who had long been overseer of the laborers, from whom I gained the information. I remained in the yard probably a few minutes over an hour, and certainly did not perceive any injury

done to the Monument at that time. I am nearly certain that all the Flames were then in their places uninjured.

Being strongly urged by Mr. Vidler and others to leave the yard, lest I should be made prisoner, I left it, probably about 20 minutes after 10 A. M., and very soon afterwards it was entered by a strong force of the British army, as I was informed on my return the next day.

In the untoward situation we were then in, it is not to be wondered at that my attention was not particularly drawn to the Monument; and I believe it was nearly the end of the week when I was informed that some of the flames had been broken off, and the others loose. I immediately went and took one that lay on the base, or on the ground, one still remaining fast, and the other two missing. I was informed that one of them had been carried to a neighboring house by Col. TATHEM, now in this city, which one I shortly after recovered, and the other was brought to me after having been in a fire.

All this while I heard not the least lisp that the mischief done was by the enemy; but that generally it was attributed to a parcel of wicked boys in the neighborhood, (some of whom had been attached to the yard,) the same who had helped in plundering my house, breaking the locks off the doors, tearing down and stealing the bells, and other outrages of the kind. It remained, therefore, impressed on my mind, that those to the Monument had been perpetrated by the same boys; particularly as several of them had been seen on it by one of the workmen, (Wm. Prime,) now employed as a painter, who named some of them. This Mr. Prime, however, named two other men, who also had been attached to the yard, who, he says, will depose on oath, that, standing on the high ground, eastward of the yard, they saw a soldier of the enemy take the pen out of the hand of the figure representing History, which I consider conclusive evidence that some of the enemy's soldiery commenced the mutilations and robbery of the emblems, if they did not perpetrate the whole, although I had been under contrary impressions before.

Mr. Cocke having collected extensive testimony to corroborate those facts, I hope you will have sufficient to justify your recording the foul deed on the marble tablets.

I am, with sincere respect, dear sir, your obedient servant and friend,

THOS. TINGEY.

DAVID PORTER, Esq.

WASHINGTON, Oct. 7, 1815.

DEAR BULLER: I enclose you the copy of a letter to Capt. TINGEY. It was written in consequence of a letter from Mr. LATROBE, caused by an order from me to cut the following inscription on the Monument:

"MUTILATED BY BRITONS,  
AUGUST 25TH, 1814."

I wish to put it beyond all doubt whether it was injured by Americans or Englishmen, and I shall register the testimony in some of the public offices. I beg you to assist me in this interesting affair, and get all the evidence you can on oath. If you can make it appear that a British officer was seen with a piece of the Monument, the fact of the injury will be clear, when connected with other circumstances.

Let me hear from you on the subject.

With much respect and esteem, your obedient servant,

D. PORTER.

Mr. B. COCKE,

Navy Store-keeper, Washington.

NAVY YARD, Oct. 13, 1815.

SIR: In compliance with your letter of the 7th inst., requesting I would assist you in collecting tes-

timony whether the Monument erected in this yard by the officers of the navy, in memory of their deceased brother officers who were slain before Tripoli in 1804, was mutilated by the wantonness of our own people, or by the British troops during their invasion of the city, in August, 1814. I have carefully examined several persons whom I have found capable of furnishing the information required, and have the honor to enclose you the result.

The length of time that has elapsed since the act was perpetrated, has thrown considerable difficulty in the way of this investigation; and the absence of stronger proof must be attributed partly to this circumstance; but more particularly to the caution observed by the enemy in excluding from the yard the spectators, as far as it was in their power to do. I have, however, I think, collected sufficient evidence to prove, to the satisfaction of every candid man, that the Monument was "MUTILATED BY BRITONS, ON THE 25TH OF AUGUST, 1814."

The affidavits of Augustine Serra and John Boyce, (marked No. 1 and 2) prove satisfactorily that spectators were not allowed to approach the navy yard while it was occupied by their troops.

The affidavits of Mrs. Rebecca Shaw and Mrs. Philipa Marshall, (marked No. 3 and 4) prove that they were on the Monument in an exulting manner; and the affidavits (marked No. 5 and 6) of John Gibson and Martha Ann Fry, show conclusively that the Pen of History, and Palm of Victory from the hand of Fame, were in their possession.

It should be remembered that the uniform of British troops are unknown to our people, and that in many instances it is difficult for inexperienced persons to distinguish the rank of officers, by their dress, from the privates. I have, therefore, not been able to prove the rank of the perpetrators of this disgraceful transaction; the persons whom I have examined confining themselves to red coats, in contradistinction to the party of sailors who were in the yard on the same morning dressed in blue, under, I presume, Capt. Wainwright, of the navy.

I am happy to add that, during the examination, I have not been able to discover, after the most general and rigid inquiry, the shadow of proof that any of our people were in any manner concerned in the mutilations of the Monument.

I am, sir, with much respect and esteem, your obedient servant,

BULLER COCKE.

Cpvt. DAVID PORTER.

*United States Navy.*

#### No. 1.

I, AUGUSTINE SERRA, resident near the navy yard, do certify and swear, that I was in the navy yard on Thursday morning, 25th Aug. 1815, [1814] at the time a party of sailors, under the command of a British naval officer, was in the yard, and that I was ordered off and out of the yard by the said officer; that I did not again go into the navy yard until next day, when I discovered that the fingers of one of the images were broken off. I do further declare that on the said 25th day of August, another party of British troops were in the yard; but sentinels being placed around the gate, prevented the approach of spectators. I have no reason to believe that the Monument was destroyed or injured by them, although they might have done it. Given under my hand this 15th day of October, 1815, at the city of Washington.

AGOSTINE SERRA.

*District of Columbia, County of Washington, to wit:*

On this 13th day of October appears Augustine Serra before me, and makes oath, in due form of law, to the truth of the above statement.

Sworn before

JOSEPH CASSIN.

#### No. 2.

JOHN BOYCE, nineteen years of age, a resident of the city of Washington, states that he was at the navy yard gate, in the city aforesaid, on the 25th of August, 1814, about 9 or 10 o'clock in the morning, when the enemy marched a detachment into the navy yard; they immediately ordered off the spectators, who had assembled about the gateway, and shut the gate, and placed a sentinel on the inside of the gate. He believes they were in the yard about one hour. He further states that before the detachment of troops above mentioned entered the yard, a party of sailors had been in, headed by a naval officer, with two gold epaulettes on, who, he had understood, was Capt. Wainwright, of the British navy. Given under my hand at Washington, Oct. 11, 1815.

JOHN BOYCE.

Sworn to before me, one of the Justices of the Peace for the County of Washington, District of Columbia, this 12th day of October, 1815.

JOSEPH CASSIN.

#### No. 3.

I, REBECCA SHAW, do state that I remained at my house during the whole time the British were in the city of Washington, between the 24th and 26th days of August, in the year 1814. That on Thursday forenoon, the 25th of August, I saw a party of British troops in the navy yard; some of them appeared to be employed in spiking the cannon, while others were on the Monument, huzzing and cheering; that the enemy had left the yard just before the violent storm commenced that day. About this time Patsy Fry, daughter of the widow Fry, came to my house with the pen, which I knew belonged to the monument in the navy yard, which she gave one of my children, observing she had picked it up where the British dropped it. Given under my hand at Washington, this 13th of October, 1815.

REBECCA SHAW.

Sworn to and subscribed before me, this 13th day of October, 1815.

SAM'L. N. SMALLWOOD,

*Justice of the Peace;*

#### No. 4.

I, PHILIPPA MARSHALL, residing in the vicinity and near the east wall of the navy yard in this city of Washington, do state that I was on the hill near my house during the time the enemy (meaning the British troops) were in possession of the navy yard. That I saw several of their men on the base of the monument, cheering and huzzing. On being asked what they appeared to be doing on the monument, she answers, that they appeared to be examining the images on it, but was too far off herself to discover particulars. Given under my hand at Washington, October 11, 1815.

her

PHILIPPA MARSHALL.

mark.

District of Columbia, Washington, County, to wit: Sworn to before me, one of the Justices of the Peace for the county aforesaid, this 12th day of Oct., 1815.

SAM'L. N. SMALLWOOD.

#### No. 5.

I, MARTHA ANN FRY, do swear that I was in the navy yard, on the 25th of August, 1814, at the time the British troops were in the yard. That just before they left the yard the storm was coming on, I was standing near the monument, I saw an officer with a red coat on \* have the golden Pen belonging to the monument in his hand; after holding it some time, he threw it down and damn'd himself that they had had trouble enough. I then picked up the Pen, and seeing the storm coming up very fast, I came out

\* Marines, I presume.

D. P.

of the yard to go home, but stopped on my way at Mrs. Shaw's, and gave the Pen to one of her children. Given under my hand at Washington, Oct. 13th, 1815. MARTHA ANN FRY.

*District of Columbia, County of Washington, to wit:* On this 13th day of October, 1815, appears the above named Martha Ann Fry, and made oath in due form of law to the above statement.

Sworn before JOSEPH CASSIN.

No. 6.

WASHINGTON CITY, Oct. 14, 1815.

I, JOHN GIBSON, do declare that I was standing on the hill near the east wall of the navy yard, on the 25th of August, 1814, at the time the British troops had possession of the navy yard. That I saw a number of soldiers in red coats \* upon the monument, and that I saw one with a red coat on reach up and break off the golden leaf or Palm (as I understand it to have been) in the hand of Fame, which, from the distance I was from them, I could plainly perceive. That after it was broke off I saw it in his hand; at this time seeing them place a sentinel near where I stood, I thought it prudent to go away. Given under my hand at Washington, Oct. 14, 1815.

his  
JOHN X GIBSON.  
mark.

\* Marines, I presume.

D P.

Sworn to and subscribed this 14th day of October, 1815, before

SAM'L. N. SMALLWOOD.  
*Justice of the Peace.*

No. 7.

NAVY YARD, WASHINGTON,  
October 12, 1815.

Having been requested to state what I recollect relative to the conduct of the British troops on the 25th of August, 1814, do state as follows:

When they entered the yard they shut the gate, forbidding any one to enter. I was in the yard afterwards, on the same day, but did not observe any injury done, except burning of the navy store, and the other buildings left unburnt the day before. I am not certain whether it was on the Saturday or Monday following that I observed the injury done to the monument. I do not recollect any thing else at this time, as it respects their conduct.

EDWD. VIDLER.

No. 8.

This is to certify that I, THOMAS AP CATESBY JONES, a Lieutenant in the navy of the United States, while a prisoner of war, and confined on board the Gorgon, British hospital ship, off Cat Island, on the 15th day of December, 1814, heard one Capt. Collins, of the 2d West India regiment, speak in the most vaunting terms of the outrages committed by the British on the Chesapeake bay, particularly relative to the destruction of the Capitol, and other public works at this city. Capt. Collins assigned, as a justification of such acts, that the United States had wantonly declared war at the moment England was closely engaged in defence of her dearest rights, and that his Government was determined to let the Americans feel the pressure of war. Capt. Collins was the first person who informed me of the mutilation of the monument at the navy yard; to the best of my recollection he said the Pen \* taken from the hand of History, was at that time on board the Sea Horse. This last act, he said, was intended as a rebuke to the lying Yankee officers, who should have no more deeds of valor to record. I heard the monument spoken of by other persons while on board

the Gorgon, but do not recollect any further particulars. I was under the impression at that time that the injury it had received was by the hands of the British, and have seen nothing subsequent to change my impression.

THOS. AP CATESBY JONES,

*Lieut. U. S. Navy.*

The above named Thomas Ap Catesby Jones, made oath in due form of law before the subscriber, a Justice of the Peace of the County of Washington, that the above statement is just and true. October 14, 1815.

JAMES M. VARNUM,  
*Justice of the Peace.*

No. 9.

MARGARET FOSTER states that she and a number of others, among whom she recollects Mr. and Mrs. Martin, Mrs. Benjamin King, the carpenter's wife, Mr. Hevenant, were engaged in carrying off and saving, at the request of Mr. and Mrs. Martin, Commodore Tingey's furniture, &c., when the second detachment of the British marched into the yard.

She says that between the time the first party of sailors had left the yard and the second company came in, she and some others had been to the monument, and observed no injury it had sustained. She thinks she remembers well that the Pen of History was in the hand of the image. She says that after the second party (red coats) left the yard, she and, she thinks, Mrs. B. King aforesaid, went to the monument again, and that it was then she discovered the Pen was gone, and the fingers of the image that points to the monument was broken off. She thinks Mrs. King aforesaid observed that the English had hurt the monument. She states that she carried several turns of Commodore Tingey's furniture to Mrs. Martin's, and that a great deal of it had been removed by others, and that no plunder was made until after the enemy had finally quitted the yard.

her  
MARGARET X FOSTER.  
mark.

*District of Columbia, Washington County, to wit:* Sworn to before me, one of the Justices of the Peace for the county aforesaid, this 12th day of Oct., 1815.

SAM'L. N. SMALLWOOD.

No. 10.

I, JAMES MARTIN, master blockmaker in the navy yard, do state that I was in the navy yard before the first party of the British came into the yard on Thursday morning, the 25th of August, 1814; but did not come into the yard again until after the last detachment of them had left the yard; during that time I remained at home. When the last detachment, consisting of red coats, came down, sentinels were placed in different directions around the gate, and one in particular near my door. On my return to the yard after the British had left it, the first thing that I observed was two citizens breaking open Commodore Tingey's cellar. I came in with Mr. Derrick, and passed to Capt. Haraden's house, but did not examine the monument; and it was not until some days after that I discovered that it was injured. I have heard it said that a British officer directed a soldier to hand him down the Pen of History, and I have always been under the impression it was injured during the invasion of the city by the British, and that it was done by them. Given under my hand at Washington, Oct. 13, 1815.

JAMES MARTIN.

Witness,  
NATH. HARADEN.

October 17, 1815.

DEAR SIR: The Pen of History, belonging to the Monument, is, I am told, in the hands of a Mrs. Morrisett, wife of John Morrisett, ship carpenter on

\* The Palm branch, I presume, which had very much the appearance of a golden quill. D. P.

Fell's point, Baltimore. By writing to some friend there, or Mr. J. Beatty, the navy agent, I expect it might be obtained. You will see, by Rebecca Shaw's affidavit, it was in her possession; she informs me that it was carried away from this place, she believes, by Mrs. M.

I am, sir, very truly,

Your friend and obedient servant,

RULLER COCKE.

Capt. D. PORTER, U. S. Navy.

P. S. I hand you, under cover, the statement of James Martin, E. Vidler, and Mr. Foster, which can be filed with the others sent you a few days since. If you deem them of any importance. I merely called to explain this, but finding you engaged could not wait.

Oct. 21, 1815.

DEAR SIR: As soon as the races are over the inscription shall be cut. Nothing can be done until that important business is concluded. I will also see that the letters are painted. Mr. Tench Ringgold told me, in addition to your evidence from the navy yard, that a Lieut. Jones, of the British army, at New Orleans, had exhibited a finger of one of the figures, as a trophy of their gallant exploit.

Yours, respectfully,

B. H. LATROBE.

October 19.

#### MISCELLANY.

As the Commissioners of the Navy have been very freely censured in debate in Congress lately, and elsewhere, it is but fair play to let our readers know what they have to say for themselves, or rather what the friends of the navy have to say for them. It is upon this ground that we transfer to our columns to day, from the Alexandria Gazette, an article on the subject on the administration of the Navy, which seems to us to be well worthy of being read by those who take any interest at all in the subject.—*National Intelligencer.*

From the Alexandria Gazette.

#### THE NAVY OF THE UNITED STATES.

MR. Crary, of Michigan, in a published speech, delivered in the House of Representatives, says:

"A candid inquiry would soon convince any reflecting man that this Board was exceedingly injurious to the prosperity of the Navy."

Candor, among other excellent properties, implies ingenuousness of mind—a disposition to treat subjects with fairness.

A "reflecting man" is one who considers attentively, resolves facts in his own mind, weighs them in all their aspects, with a view to arrive at a satisfactory conclusion upon the subject of his reflections. An honest mind reflects with pain on folly and vice—with delight on generous and heroic actions: a charitable mind is ever braced against unkind conclusions: an honorable mind revolts at injustice: a patriotic mind springs with eagerness to the defence of him who has nobly, generously bled in defence of his country!

By these old fashioned notions, let us test the degree of candor and the measure of reflection bestowed by the gentleman from Michigan upon the proposition to abolish the Navy Board.

He asks: "What is the actual condition of the Navy? Is it any better than at the close of the war in 1814?"

On the 21 January, 1816, the Secretary of the Navy reported to a committee of the Senate, that the naval force of the United States then consisted of Three 74's—one of which was ready for service—another preparing—the third "may be ready for service" in the spring.

Four 44's; three 36's; two 24's; one 20, a store-ship; five 18's, of which two were then lost; eight 14's.

Five 12's, with one block ship on the stocks; 1 bomb vessel, a sheer hulk; 3 receiving vessels; 3 employed in transportation; 1 employed in carrying despatches; 1 employed "in aid of the revenue laws," and several others, all without any reported armament; and certainly none of them with such armament as to come properly within any important consideration in an estimate of a naval armament proper. The vessels on the lakes have all been sold by order of Congress excepting one 74 still on the stocks.

Now, what is the present condition of the Navy? We have:

One 120; three 80's; three 74's; four 80's on the stocks; one 54; eight 44's, six 44's on the stocks; two 36's; thirteen 20's; three 18's; six 10's, &c.

And, in addition, contracts have been made for the frames of

Fifteen 80's; eighteen 44's; sixteen 20's; 9 steamers; 9 brigs or schooners; of which, the deliveries have been completed for four 80's, seven 44's, and four 20's; and the whole are to be completed in 1841!

This statement, derived from official sources, is submitted to the reflection of any candid man, and all friends of the Navy may, we conceive, confidently abide the result.

He observes, "one vessel, which was the pride of the Navy and the boast of the nation. (the Ohio,) had been built without their [the Commissioners'] interference, and in direct contrariety to their wise plans; while those where they had their undisputed sway, were most miserable sailers, and next to good for nothing."

We hope that the Ohio may continue to be the pride of the Navy, but her qualities, as yet, are unknown to the nation. They have never been reported, as we understand, since she left New York. The member, had he inquired at the fountain head, would probably have discovered, that, so far from her having been built "in direct contrariety" to the "wise plans" of the Commissioners, they entirely approved the plan; that alterations in the plan of the Ohio were made by the Board of Navy Commissioners; and that Mr. Eckford fully concurred in them. And as to those "miserable sailers," those "good for nothing" vessels, the North Carolina, the Delaware, the Potomac, the Brandywine, &c. in the building of which the Commissioners had some "sway"—so far as to approve the plans of the constructor—official reports have been made as to their qualities, and they are said to be good sailers; and, we venture to assert, that an enemy alongside either of them would scarcely infer, from the result of a conflict, that they were "good for nothing."

We have heard the commanders of two of those vessels, particularly of the North Carolina and Delaware, (of the same class of ships as the Ohio,) speak of them in terms of the highest commendation—sailing well, working well, and in the highest degree efficient. They were both the admiration of all judges in the Mediterranean—English, French, Austrian, German, &c.; but, alas! Mr. Crary thinks them, in the spirit of candor, as a reflecting man, "good for nothing." Of many other vessels in the Navy, built under the direction of the Navy Board, we have heard similar remarks from those who commanded them; and we have understood that their official reports have confirmed such remarks as to the qualities of the vessels under their command; and, from one of these commanders, we have recently read a report, of which the following are extracts:

"She steers perfectly under any circumstances, and can always be trusted to answer her helm quickly. She is uncommonly stiff under all sail, and lies to in the most perfect manner, being dry, safe, and easy. She has repeatedly gone nine knots, two fathoms, with royals set, within five and a half points of the wind."

"She fore-reaches and gathers to windward rapidly by the wind, on all vessels she has sailed with since I took command of her."

"In making passages she has beaten eight men-of-war, and have never been beaten."

"I am of opinion that she is the best and safest vessel I have ever sailed in," &c.

This is another of the vessels which Mr. Cray considers "good for nothing." We have good reason to believe that, if he had made an official call on the Department, he would have found himself to have been greatly misinformed as to the qualities of probably nine-tenths of the vessels he now condemns.

Mr. Cray now remarks: "Congress had then (end of the war) ordered the building of nine seventy-fours—twelve frigates had been ordered, where are they? Not yet completed. Three steam-batteries, or four, had been ordered; where are they?"

The act for the gradual increase of the Navy does authorize nine 74's and twelve 44's, in the following words: "The President shall be, and he is hereby authorized, as soon as the timber and other necessary materials are procured, and the timber properly seasoned, to cause the said ships to be built and equipped; or if, in his judgment, it will more conduce to the public interest, he may cause the said ships to be framed and remain on the stocks, &c."

Now, as to where these ships are, the answer is, some of them, according to the will of the President of the United States, have been launched, and put into service; others are framed and remain on the stocks, according to the same will.

The same law authorized the imperishable materials necessary for the building and equipping three steam-batteries "to be procured," and such materials shall be secured, in the best manner, to ensure the completing of such batteries in the shortest time practicable, when they, or either of them, in the opinion of the President, may be required for the public service."

The Board of Navy Commissioners could not proceed to execute any part of this law without the authority and direction of the President of the United States. They have acted throughout as they were required to act by him; they were responsible to him, through the Secretary of the Navy, and it is believed performed their duties to his satisfaction. One of these steamers has been built—the frames of the other two are in a state of preservation.

Where do we find the unqualified order of Congress to build and launch these vessels? We mean either of the 74's, 44's, or steamers! We put this question to the candid of any reflecting man, and we will, while upon this branch of the subject, add another. How can any ingenuous mind denounce the Board of Navy Commissioners for not having all the vessels, authorized by the gradual-increase law, built and launched, when we see that they could make no movement upon the subject, without the order of the President of the United States, through the Secretary of the Navy, and that they have, to the full extent, obeyed those orders to his satisfaction?

But Mr. Cray further says, "Look at the structure of the Experiment—the grand effort of this Navy Board."

In reply to this remark, it will only be necessary to subjoin the copy of a letter which we have fortunately been furnished with:

"NOVEMBER 15, 1822.

"To the Secretary of the Navy:

"The Board of Navy Commissioners have had under consideration the letter of Mr. Wm. Annesley, which you were pleased to refer to them, and are unanimously and decidedly of opinion that whatever may be the merits of his system of ship-building, when applied to the merchant service, it is utterly impracticable to give it sufficient strength for the purposes of vessels of war."

Mr. Annesley's system subsequently gained higher

favor in higher quarters; and notwithstanding the unanimous and decided opinion of the Commissioners against it, as above expressed, the Experiment was built.

Mr. Cray further says: "We have but one steamer, and she is a disgrace to any man." The Fulton is certainly not constructed upon the best principles. She has defects which are known, and will, therefore, it is hoped, be guarded against in building future steamers. Yet it should, in candor, be remembered that she is the first steamer of war built under the direction of the Board; that the ablest constructors, and men possessing the highest degree of science upon such subjects, were consulted; and this vessel may be said to exhibit the result of the best information that could be obtained in the United States, at that time, with respect to the construction and equipment of war steamers; and, after all the objections justly or unjustly urged against her, she is well qualified for the purpose for which she was intended—the defence of our harbors—never having been intended as a sea-going steamer. While we have made only one experiment upon this subject, other nations have made numerous experiments without having yet arrived at perfection. Even the *Veloce*, built after more than thirty experiments, is far from being a perfect ship. Her commander admits her to be defective, particularly in breadth of beam, and thinks that eight to ten feet beam would greatly improve her. She has been examined by competent judges, who, while they give the commander great credit for the machinery, (made principally in England, under his direction,) consider the vessel herself as inferior, in some essentials, to the *Fulton*.

Between the sailing, or rather the movement, of the two through the water, there is not much comparison to be made—the *Fulton* being considered decidedly the fastest sailer; and we have heard one of the most scientific men in our country say, supposing each to be well officered and manned, the *Fulton* in combat "would knock her into a cocked hat in less than an hour." Be this as it may, the *Fulton* possesses qualities of an efficient character which the *Veloce* does not possess. To the latter it is the intention of her commander to recommend certain alterations on his return to France, having found her in some essentials defective.

#### FRENCH EXPLORING EXPEDITION.

To the Editors of the *Journal of Commerce*.

GENTLEMEN—I notice in your valuable paper of the 21st Mar. a report by the *Caledonia* from the French South Polar Expedition, giving an account of the abundance of whales seen on the coast of a recently discovered land to the south of Cape Horn.

Since the discovery by the Americans of Palmer's Land in that region, and the knowledge also, since obtained by our South Sea voyagers relative to its coasts, &c., it has been strongly impressed on the minds of well informed and intelligent mariners, that before many years should roll around, the ships and vessels employed in our valuable South Sea whale and seal fishery would have to proceed to those coasts in the Antarctic Seas, to be the more sure in obtaining a profitable voyage. The whales and seals having now been so killed up, harrassed, and driven from their old known grounds and places of resort, have already become so scarce and wild as to cause great doubt, when a ship now sails on this voyage, of its proving in its result a successful one. And why should not the Americans be able to prosecute this lucrative business on those coasts, and among the ice islands and bergs in the South Polar Seas, as well and as effectually as the English and Dutch in the North. It also is a well known historical fact, that the British Greenland whale and seal fishery had got reduced in years past by the scarcity of whales and seals at their old grounds, down to some half a dozen vessels,—when the voyages of research and explora-



tions were made by those celebrated navigators Captains Ross and Parry,—they being sent out to explore the North Polar icy seas. Whereby, in their discovery of new grounds and resorts of vast numbers of whales and seals, their Greenland fishery was revived to a degree far above any former precedent,—even to a yearly fleet of from ninety to a hundred sail of ships. And are not American enterprise and perseverance equal to that of any other nation?

It is also hoped and expected that our national Exploring Expedition, now out to the South Seas, will by their exploration of the Antarctic Seas and Palmer's Land, procure and bring to us much valuable information in aid and to the support of this fishery. My doubts of their effecting this, rest only on the construction of the vessels the squadron is composed of.\* I fully believe, by the already collected knowledge, that when this continent of Palmer's Land is explored, as have been the lands in the North polar seas, not only its coasts and bays will be found to swarm with shoals of whales, but that its shores will also be found to abound in the resorts of innumerable amphibious animals of rich furs, &c. And such exploration, if not effected by the present expedition, will undoubtedly at all events hereafter be accomplished,—when another expedition is sent out composed of the right build and properly effective vessels. Necessity is said to be the mother of invention. The writer of these lines has been placed in a perilous situation in this icy region,—and would respectfully state the fact, that he was forced, by the sternest necessity, to cause to be built by his ship on an ice berg a vessel of upwards of thirty tons, and that too, out of such materials as would not have been used where others could have been had. Her hooks, knees, supports and bracings, were all forged out of iron bars (it being the material we had an extra supply of) at the armorer's forge,—and the novelty of her launching ways was as rare and new as was her construction. A gully way was cut out of the ice from the elevation of the berg, where she rested on the blocks, to the water's edge, to compare with the width of the vessel's bottom—with also a smooth, plain descent, a foot wide, for her keel to run on, down hill, like a boy on his sled. When the ship shore was knocked away, she slid beautifully down into her element, without the least damage, and proved on trial an excellent sea boat and fast sailer, and to be admirably well adapted for navigating among the ice. In all its rough squeezings and nips, she was not crushed inward, but kept fair her form,

\*1st. Can the small vessels keep their men dry and free from scurvy in such a cold, stormy, icy ocean, for any length of effective time.

2d. Suppose one of those small single decked vessels of this squadron should in a fog, get suddenly beset and fast in the ice, when venturing far on, to fully effect the exploration,—which may happen in spite of all human precaution, and thereby detained a long winter season, as Parry was in the North polar sea,—would not all on board in such a case be liable to perish in their confined state, and in want of fuel, &c. Of course, prudent caution, with such small vessels, forbids an effectual and thorough exploration of this continent. Whereas, if a well constructed and adapted explorer, or whale ship, double decked, and having 2 years' supply on board, should get thus fast in the ice, being also dry and comfortable, with room for her crew to move and exercise, nothing serious, with prudent care, might be feared, more than happened with Parry during his nine winter months thus fast in the ice—which is an instance in evidence tallying with my belief, that if the men are or can be kept dry and comfortably warm, with room for reasonable exercise,—there would then be little fear as to health and safety while fast in the ice during a winter season.

3d. And in this exploration business in this high latitude, the least effective number of persons on board each vessel, is the most wise. Parry had only 95 on board his two ships, the *Hoclar* and *Griper*.

model and shape, and did not spring aleak; by which infant experimental invention and trial, I am confident that ships can be constructed, and chain-braced, on this Eckford improved plan. This eminently gifted man on this first invention of a new mode of constructing, bracing, securing, &c., readily improved on it to an effect that would for this icy sea exploration service, or whale ship fishery, (which sea is so hazardous a navigation to the usual and ordinary built vessels,) be admirably well adapted,—not only more safe, but fully equal in every other qualification to buoyant first rate sea boats; swift sailers, also dry and comfortable vessels; thus tending to the preservation of the health of all on board, and would perform in this icy navigation to perfect satisfaction, (as far as depends on the vessel,) while exploring or procuring their cargoes from those mammoths of the deep. It is true, man cannot tell what he can endure or accomplish until he is put to the test. The greater proportion of the time while this vessel was building on the berg, the snow was flying so abundantly as to make it necessary for an extra hand, with a wing, to brush it off the carpenters scratched line before the axe, to enable him to hew correctly.

We know that this Southern continent is in extent over eighteen degrees of longitude,—from the 49th to upwards of the 67th degrees of West longitude. Its northern coast is indented by several bays, but its extent of latitude from the 60th degree to the South is not known. It cannot be otherwise but that in due time this American discovery must become of great national importance. **A POLAR VOYAGER.**

## ORIGINAL POETRY.

### THE GATHERING.

BY LIEUT. G. W. PATTEN, U. S. ARMY.

Sound ye the tocsin, from Maine to Missouri!  
Light the red signals, and toll the alarm!  
Wake the war-hounds with the lash of the Fury!  
Blood is the cry, and the watch-word is 'arm!'  
Burst ye asunder  
The portals of thunder,  
Which mask'd the stern god in his temple so long!  
And on your three-deckers throw spars for a jury:  
The best man will fall, though the cedar be strong.  
Yon is the steel, all arrayed for the battle;  
See how he paweth, and pants for the plain;  
The bolt and the quiver,—he knoweth the rattle—  
Spring to the saddle, and yield him the rein.  
Bold as your manners,  
Flourish your banners,  
Strike for your star of the eagle and shield!  
For woman 'tis sighs—and for children 'tis prattle—  
For men 'tis the trumpet which sounds to the field.

Passion-bound minstrel, abandon your numbers!  
Snap the soft lute-string, or cut it with steel!  
Herdsman and husbandman, wake from your slumbers!  
'Tis the voice of the tempest—the forest will reel!  
Country and city,  
Honest and witty,  
Gather in, gather round, hark to the laws!  
The incense burns not for the cloud which encombres;  
Arm, arm for the people, and strike for the cause.  
The victim is slain, and the entrails are heaving,  
Portentous with omens 'tis fearful to sing;  
While the bird of the storm, through the red tempest  
cleaving,  
Floats fast to the north, on his thunder-nerv'd wing.  
Landsmen and seamen,  
Bondsmen and freemen,  
Rally up, rally on, look to the sign!  
Dark is the spell which the augurs are weaving;  
Stand to your colors, and crowd to the line.

KEEFONOKER SWAMP, April 5, 1839.

A REAL CREMONA VIOLIN for sale at this office, and a case with it, if required. It may be depended upon as genuine, and is said to be well calculated for the leader of an orchestra. Terms made known on application.  
April 25—24

## WASHINGTON CITY :

THURSDAY, ..... APRIL 25, 1839.

The excitement on the Canada frontier has not entirely subsided ; it manifests itself occasionally in outbreaks on both sides of the border, and particularly on the Vermont line and near the river St. Lawrence. A large fire occurred lately at Ogdensburg, attributed to incendiaries.

It will be necessary to keep a strong force along the whole frontier, until the excitement is allayed and the discontented spirits find there is no hope of success.

The latest *outrage*, as it is called, was the firing from Prescott upon the steamboat United States, bound from Ogdensburg to the ports on Lake Ontario. Different versions are given of the affair: one is, that five or six *cannon*, loaded with balls, were discharged at her; another, that it was only *musketry*; and a third, that it was by a single soldier with a musket, at too great a distance to take effect.

The Ogdensburg Times states that Captain Phillips, of the U. S. Army, and several citizens of that town, had gone over to Prescott for the purpose of asking of Col. Young, commander of the fort at that place, an explanation of the cause and object of firing into the American steamboat United States. Col. Young stated that he had instituted an inquiry into the affair, and expressed his regret at not having been able to discover the offenders.

The Times, however, makes no hesitation in stating that six or eight shots are known to have been fired at the boat by soldiers acting under the immediate orders of Col. Frazer, the second officer in command at Prescott.

We learn from the Sacket's Harbor Journal that soon after the arrival of the steamboat United States at that place, bringing information of the firing at Prescott and Brockville, the steamboat Oneida, in the employment of the United States Government, was despatched for the St. Lawrence, with a detachment of troops on board.

The arduous nature of the service in Florida has been often depicted, but we doubt whether its irksomeness can be fully appreciated or understood, except by those who, unfortunately, have encountered it. If Congress should fail to do justice to the sacrifices of the army in this inglorious contest, history, we hope, will make some amends.

One of the few consolations left to the army officers was cut off five years since—that of being entitled to brevets for ten years' faithful service in one grade—and the officer must now patiently await his regular turn for promotion, tedious enough in all conscience, resign, or die.

The increase of our army to what the necessities and exposed situation of the country imperiously call for, (presuming that promotions would be confined, as they should be, to the army,) would give only a fair recompense to those now in service,

who have already acquired the experience requisite to qualify them for the discharge of higher duties.

We have before us a letter from an officer in the field, which gives an idea of the general character of Indian fighting or skirmishing; it is dated at Fort Dallas, Key Biscayne, April 2, 1839, and the writer says: "We have Indians about us here, in some numbers, but we cannot catch them. Since they killed Capt. RUSSELL, a month ago, they have endeavored to pick off our sentinels or wood cutters; but we have been so indefatigable with our scouting parties, that they have not been allowed a chance to do us much mischief. Even so late as yesterday, we had a little skirmish with them, which, if it had been attended with bloodshed, would have been the subject of a 'Report,' as an action of consequence. Now it is to be regarded as a mere chase. Cavalry is required to pursue the fugitives,—but this is such a desperate country, that cavalry could scarcely operate in it."

STEAM VESSELS OF WAR.—We understand that the Board which have been sitting in Washington, to devise and recommend plans and models for sea steam vessels of war, have determined to build two steam frigates of over 1,600 tons burthen, to carry 10 guns each, viz: two bomb canons and eight 42 pounders.

One is to be constructed at the Brooklyn navy yard, under the superintendence of Mr. Hart; the other, supposed at Philadelphia.—*New York American*.

The above paragraph has had a general circulation, and must have been written without a due consideration of the powers of the Board, recently assembled in Washington. Neither that Board, nor the Board of Navy Commissioners, have the power to build any vessel of war, without the express sanction and authority of the President of the United States. By the law passed at the last session, the Secretary of the Navy, under the direction of the President, was authorized "to make preparations for, and to commence, the construction of three steam vessels of war, on such models as shall be most approved, according to the best advices they can obtain." In order to obtain the "best advices," the Secretary of the Navy convened, we understand, two Boards, one composed of the following naval officers: Commodores Stewart, Chauncey, Morris, and Wadsworth, and Capt. Perry; the other composed of Capt. Perry, of the Navy, Messrs. Humphreys, Hart, and Lenthall, navy constructors. Mr. William Kenble, an engine builder, and Mr. Haswell, the engineer of the Fulton. The Board of naval officers to determine upon the general character and properties which the steamers should possess, and the other Board to determine whether and in what manner these properties or qualities could be best combined.

The two Boards having agreed upon the general dimensions and arrangements for the vessels, the former Board was dissolved, and the latter Board was directed to prepare, and, it is understood, is now engaged in preparing detailed plans of the vessels, engines, &c., that they may be submitted to the decision of the competent authority.

The Court of Inquiry now sitting in Philadelphia, in the case of Commo. ELLIOTT, has drawn to that place a large number of Navy Officers, either as witnesses or from curiosity. Their names will be found under the head of "Arrivals at Philadelphia;" for the lists from which they are taken, we are indebted to the North American, a new paper established in Philadelphia.

The Court met on Monday last, and adjourned till next Monday.

The war between France and Mexico having been happily brought to a close, and there being consequently no longer a necessity to employ Government packets between the United States and the Mexican ports, on the return of the brig *Consort*, she will be withdrawn from this service. The revenue cutter schooner *Woodbury*, which has likewise been employed in a similar manner, will be turned over to the Treasury Department, to which she belongs. Some of the officers of the *Woodbury* have been detached and placed on leave, and others transferred to the West India squadron.

**IMPORTANT DECISION TO ARMY DISBURSING OFFICERS.**—We learn from the St. Louis Republican of the 11th inst., that in the United States Circuit Court, now in session in that city, in the suit of the United States vs. Lieutenant N. J. Eaton, (late of the 6th Infantry, U. S. A.) for money retained by him, under a claim for services rendered, and not pertaining to his office, the jury returned a verdict for the United States, for about \$2,700.

The Republican adds that the suit against General Griatiot was then progressing before the same court.

The opinion of the Court of Inquiry at St. Louis, in the case of Lieut. Colonel J. B. BRANT, Deputy Quartermaster General, has not been promulgated, but its tenor may be inferred from the fact that a General Court Martial has been ordered to assemble at St. Louis, on the 15th June, for his trial.

The Court will be composed of

Bvt. Brig. Gen. JOHN E. WOOL, *Inspector Gen.*

Bvt. Brig. Gen. W. K. ARMISTEAD, *Col. 3d arty.*

Bvt. Col. JOHN B. WALBACH, *Lt. Col. 1st arty.*

Col. GEORGE CROGHAN, *Inspector General.*

Col. STEPHEN W. KEARNY, *1st dragoons.*

Bvt. Col. WM. S. FOSTER, *Lt. Col. 4th infy.*

Col. TRUMAN CROSS, *Ass't Quartermaster Gen.*

Major HENRY K. CRAIG, *Ordnance.*

Major MATTHEW M. PAYNE, *2d arty.*

Major HARTMAN BACHE, *Corps Top. Engrs.*

Bvt. Major LEVI WHITING, *4th arty.*

Major JOSEPH P. TAYLOR, *Commissary of Sub.*

Captain DAVID H. VINTON, *Ass't Quartermaster.*

Captain WM. C. DE HART, *2d arty., Judge Advocate.*

Gen. WOOL, accompanied by Lieut. MACOMB, as assistant, passed up the Mississippi on the 7th inst., on his way to Fort Gibson, having already inspected the posts on Red river.

A new military post has been established on the Illinois river, in the Cherokee nation, about sixty miles north of Fort Gibson, and has been named, by order of the Secretary of War, "Fort Wayne." It is at present garrisoned by E company, 4th infantry, under command of Lieut. M. C. M. Hammond. The nearest post office, we believe, is Fayetteville, Arkansas.

*Extract of a letter from an officer to his friend in this city, dated FORT FANNING, April 12, 1839.*

"A fight took place two days since between thirty volunteers and twenty Indians; the latter had four wounded, and one negro taken prisoner. The negro says that Hicks and his band have gone to the Withlacoochee cove, and that they are out of ammunition. The bridge near Fort Dade, across the Withlacoochee, was burnt a few days since."

The NEW YORK ALBION, of the 2d March, was accompanied with a beautiful steel-plate engraving of QUEEN VICTORIA. We cannot speak of it from actual inspection, not having received our copy, as it is a tedious process to strike off so large a number as is required for the subscribers to the *Albion*; but those who have seen the engraving speak of it in terms of high praise as a fine specimen of the art. The *Albion* fully maintains its interest, and combines the republication of the choicest gems of English literature with intelligence of much that transpires in the old country interesting to the emigrant or absentee.

**COOPER'S TACTICS FOR THE MILITIA.**—The estimation in which this work is held by those competent to judge, is shown in the early demand for a second edition, and orders for a large number of copies. In preparing a second edition for the press, the author has corrected the few literal and verbal errors which were found in the first, and added some valuable matter, such as Regulations for arrests and confinements, Courts Martial, Duties of Quartermasters and Commissaries of Subsistence, Forms of Reports, Muster and Pay Rolls, Requisitions for Stores, and Estimates for Clothing—all highly important to those who have to acquire a knowledge of these duties.

The Recommendations of several intelligent Army and Militia Officers are prefixed to the second edition. The Legislature of South Carolina authorized the purchase of five thousand copies, and the Adjutant General of Pennsylvania, under the authority of a law of the Commonwealth, subscribed for ten thousand copies; and we doubt not that it will be adopted as the guide for militia in every State of the Union, as soon as its value can be known.

As further proof of the estimation in which this work is held, we subjoin an extract from a letter to the editor of this paper, just received from a Major General of the Missouri Militia:

Having seen a notice in some number of your paper that orders would be received at your office for Cooper's "Tactics and Regulations for the Militia,"

a work prepared under the immediate direction of Major General Macomb, commander-in-chief of the army, and having examined the work I am convinced that it is a manual which should be in the hands of every militia officer, so long as it is deemed necessary to keep up an organized militia to be called in aid of the regular army, in the event of an invasion or war.

I have solicited the Adjutant General of the Missouri Militia to recommend the work to the Executive of the State for consideration, that if approved, measures might be adopted for the furnishing it to the officers of the militia of the State.

The second part, containing instructions for cavalry, would be very useful to the militia of a frontier State, as almost the only kind of troops called for in case of invasion or Indian disturbances on our borders, are mounted men, in order to move with celerity to the threatened or invaded point; it is therefore necessary that they should learn the rudiments of cavalry formations as well as those of infantry, that their march may be conducted with order and regularity.

Part fourth, which contains the regulations for camp and garrison duty, is indispensably necessary, when called into service; for without some knowledge of the order and routine of camp and garrison duty, confusion, disorder, and a waste of public property will inevitably ensue.

I have never seen any work in which military tactics have been as usefully condensed as in Cooper's. The books heretofore published are too voluminous for many of the militia officers to attempt acquiring a general knowledge of tactics, and most of the abridged works are confined each to a single arm.

The New York SPIRIT OF THE TIMES, one of the best sporting papers in the world, commenced a new volume with the first number in March, on which occasion it appeared with an entire new type, on paper of a beautiful texture, the size increased to twelve pages, and it was accompanied with two handsome engravings—one of Mlle. Augusta, (a fancy sketch, but not a portrait,) and the other the likeness of a famous racer, called Black Maria. The price of subscription was raised at the same time to ten dollars a year, which the Spirit is well worth.

As there are many gentlemen in our army and navy who are fond of sporting, in some one or more of its many alluring forms, we recommend to them the Spirit of the Times, which not only furnishes the latest professional intelligence, foreign and domestic, but is enlivened with some of the best specimens of light reading.

The Prospect of the Spirit of the Times will be found on our covers for March.

We observe that the editor of that paper has become the editor and proprietor of the Turf Register and Sporting Magazine, established by Mr. SKINNER, and until now published in Baltimore.

#### ITEMS.

Major Gen. SCOTT passed through Albany, last Friday evening, on his way to the northern frontier.

Commo. BARRON left Washington last Friday, in the steamboat Columbia, for Norfolk.

Lieut. E. W. MOORE, of the U. S. navy, has been appointed to the command of the Texan navy. Whether he will accept, and resign his commission in our service, we have not learned.

Some noble-minded merchants of Boston have presented the widow of Mr. CURTIS, who was killed on the Worcester Railroad, with from fifteen to twenty thousand dollars.

#### ARRIVALS AT WASHINGTON.

April 10—Ass't Sur. J. H. Wells, army, Dr. Johnson's  
Lieut. J. H. Miller, 4th army. Fuller's  
18—Lieut. R. H. Ross, 7th infy. Gadsby's  
Lt. Col. A. C. W. Fanning, 4th army. G street  
19—Ass't Sur. A. F. Suter, army, A. Suter's  
20—Ass't Sur. J. M. Cuyler, do Fuller's  
Capt J. W. McCrabb, A. Q. M., S. Humphreys'  
22—Sur. S. G. J. DeCamp, army, Gadsby's  
Lt. Wm. Chapman, 5th Infy. Georgetown  
Lt. L. M. Goldsborough, navy, C. W. G's

#### PASSENGERS.

CHARLESTON, April 15, per steam packet South Carolina, for Norfolk, Col. Fanning, and Lieut. J. H. Miller.  
April 16, per steam packet Thorn, from Savannah, Maj. J. L. Gardner, Major C. H. Smith, of the army. Per steam packet Wm. Seabrook, from Savannah, Capt. J. W. McCrabb, and Dr. J. M. Cuyler, of the army. Per steam packet C. Vanderbilt, from Wilmington, Lt. W. Potter, of the army.

SAVANNAH, April 15, per steamboat Wm. Seabrook, from Charleston, Capt. T. L. Alexander, of the army.  
April 19, per steamboat Ivanhoe, from Black creek, Capt. Winder and Galt, and Lieut. Stokes, of the army.

NEW YORK, April 16, per packet ship Duchess of Orleans, for Havre, Major W. H. Chase, army; Drs. W. Grier and G. Mautsby, navy.

April 20, per brig Mary Kimball, from St. John's, Lt. F. E. Hunt, lady and child, and Lieut. T. L. Brent, of the army. April 21, per barque Col. Howard, from Montevideo, Mid. C. R. P. Rodgers, of the navy.

April 22, per steam ship Great Western, for Bristol, Dr. J. M. Foltz, of the navy, lately appointed Hospital Surgeon to the Mediterranean squadron.

NOBOLK, April 22, per steam packet Georgia, from Charleston, Lieut. A. Enstis, of the army, and lady; Comm'r R. Voorhees, of the navy, Lieut. L. M. Goldsborough, of the navy, and lady.

#### ARRIVALS AT PHILADELPHIA.

April 13—Capt. L. J. Beall, army. April 14—15—Capt. W. Maynadier, Lt. W. R. Palmer, army; Lt. Steele, navy. April 16—Lt. J. M. Gillis, navy; Lieut. Grier, E. Dras, J. E. Johnston, army. April 17—Dr. Foltz, Dr. McLeod, navy; Dr. A. F. Suter, army. April 18—Dr. Horner, navy; Capt. Brewerton, army. April 19—Lt. J. H. Miller, Dr. DeCamp, army; C. Robinson, navy. April 21—Lt. J. B. Montgomery, Mid. A. S. Whittier, Capt. J. P. Zanzinger, Comm'r W. Boornun, Capt. J. Wilkinson, Capt. E. R. McCall, Lt. C. G. Hunter, all of the navy; Lt. W. Wall, army. April 22—Lt. Steele, Lt. C. C. Turner, Lt. C. Price, Dr. Sharp, Dr. Washington, Lt. H. H. Rhodes, Comm'r J. Armstrong, Lt. J. Crowninshield, Rev. T. R. Laubert, Lt. O. Bullus, P. Mid. Muse, P. Mid. Hunt, all of the navy.

#### DOMESTIC INTELLIGENCE.

The following letter from the Secretary of War, in reply to a communication from the Hon. HENRY JOHNSON, on the subject of the exposed condition of New Orleans, possesses some interest:—*Bee*.

WAR DEPARTMENT, March 29, 1839,

SIR: In reply to your application to this department, in relation to the exposed condition of New Orleans and Baton Rouge, and the necessity of stationing troops there, in conformity to certain resolutions of the legislature of Louisiana, I have the honor to state that the regular forces of the United States are now stationed with a view to cover, as far as practicable, the most exposed points of our frontier; but that every effort will be made to comply with the wishes of the Legislature of Louisiana, consistent with the general protection of the country.

Very respectfully, your most obedient servant,  
J. R. POINSETT.

Hon. HENRY JOHNSON, Washington.

PENSACOLA, April 6.—The U. S. ship *Natchez*, Comm'r Benjamin Page, arrived here yesterday in ten days from Jamaica, after a fourteen weeks cruise; officers and crew all well. During her absence she touched at Havana, St. Bartholomew, St. Thomas, Guyana, Ponce, Port au Prince, St. Jago de Cuba, and Port Royal. Reports nothing new of importance. The American flag as usual much respected.

We learn that Her Majesty's ship of the line *Hercules*, left Jamaica on the 24th ult. for Halifax with 500 soldiers and 100 women on board.

The Macedonian, Commo. Shubrick, and *Levant*, Com'r Paulding, sailed on Monday last for the Gulf. For three days during the present week, not a U. S. ship has been in our bay, a very rare if not unprecedented occurrence. It is understood that the ships now in the Gulf are to rally at some port and return in squadron in about six weeks.

The Boston, Com'r Babbit, sailed on Saturday last for New York via Key West, Havana, and Matanzas.

We learn that the frigate, in going over the bar, had never less than four feet of water under her keel. This fact should at once awaken the proper authorities at Washington to the great importance of putting the navy yard here and the defences of the harbor in a condition to accomplish the objects for which millions have been already spent, and spent to no purpose unless something more be added to the sum. As to deepening the bar by dredging, we never believed in it—yet our disbelief grows, perhaps, out of our ignorance of the subject—certainly not out of any scientific acquaintance with it. Be this as it may, however, no doubt can be entertained that Pensacola, as a naval station, is the watch-tower from which the commerce of the Gulf of Mexico is to be guarded. It is the only harbor in which our frigates can find refuge against storms or an enemy. Now suppose it to be true that nature has, by giving us only 23 feet of water on the bar of our harbor, set up an insurmountable barrier against the coming here of ships of the line, does it necessarily follow that because we cannot get all that might be desirable, therefore we shall not avail ourselves of what we can get? In case of war, it requires but half an eye to see that the Gulf of Mexico would be the theatre of conflict, and then we have but to imagine that the Government might, under all the circumstances, determine that our share of the war should be carried on by means of frigates and smaller vessels, which, after all, though less imposing than huge line-of-battle ships, are greatly more efficient. How then will the account stand? At the north, on a line of coast of 150 miles in extent, they have six efficient navy yards—to the southward of Norfolk, Virginia, there is no navy yard capable of repairing or refitting a schooner. How often will it be necessary to urge this on the attention of the people of the south and west; for the people of the west are even more interested in it than we of the south. Suppose the harbor of New Orleans blockaded by an English or a French fleet, too strong for our navy to cope with, what then becomes of the produce of the vast valley of the Mississippi? It is locked up—hermetically sealed. Their corn would rot in the warehouses, and their cotton might as well be cast into the Mississippi. —*Gazette*.

#### FLORIDA WAR.

By the steamer *Charleston*, Captain Hubbard, we have received the following from a correspondent:

"GAREY'S FERRY, April 9, 1839.—General Macomb arrived here on the evening of the 5th. He comes to Florida for a special purpose, and clothed with special powers. Gen. Taylor remains in command of the army of the south, and Gen. Macomb will not interfere with any arrangements he has made, or may make in future. His visit to this country is of a diplomatic nature."—*Savannah Georgian*, April 15.

BUFFALO, March 14, 1839.—I have just returned from Fort Gibson, where I met some of my old Florida acquaintances, among whom was Micanopy, and many of the Seminole Indians sent west. Micanopy looked well and talked very saucy, and expressed a great desire that the whole of his people in Florida would quit fighting and move westward."

[From an officer formerly in command of this post.]—*St. Augustine News*, 6th inst.

On the 21st ult. Gen. Charles H. Nelson, with two hundred and thirty mounted volunteers from the Cherokee country, engaged for a service of three months, encamped at Jacksonville, on the river Ocmulgee, on their way to Trader's Hill, where it is believed they for a short time will come under the command of Major Loomis. The General has waived the precedence of rank in favor of General Floyd, during the campaign, and goes into the field with the commission of Major.—*St. Augustine Herald*, April 2.

EMIGRATING SEMINOLES.—About 260 Seminoles arrived here yesterday, from New Orleans, on the Steamboat Buckeye, under the charge of Capt. Morrison, of the U. S. army, on their way to the country assigned them in the west. They are a portion of the band who have been bothering our troops in the hammocks of Florida, headed by the negro Abram who is with the party. They are all fat and good humored, and look as if they had been living a life of indolent ease, instead of being hunted like wild beasts from fastness to fastness. A good portion of the party is composed of women and children. The Buckeye remains here with the Indians on board, waiting for water to convey them to Fort Gibson.—*Little Rock Gazette*, April 3.

TO MARINERS.—The light house recently erected and lighted on the point of the peninsula, at the entrance into St. Joseph's bay, is situated in lat. 29 52 36; the lon. is 85 16 1, which places the entrance of the bay 39 miles more to the eastward than is generally laid down in our latest books and charts. The light house bears from the north point of the entrance of the bay S.W., distance short three-quarters of a mile. In approaching the light from Cape St. Blas, along the land, it is obscured by the trees, until mostly up with it, if close in with the beach. The light may be seen between W.S.W and N.W. a distance of from 12 to 15 miles, and is a steady light. The city of St. Joseph bears from the light S. E. 9 miles.

The above observations have been made and positively furnished me by Capt. John L. Hill, late of the ship *Lexington*, in the correctness of which I fully confide.

G. J. FLOYD,

Collector and Sup't. of Light Houses.

St. JOSEPH, (Fla.) April 1, 1839.

DEPARTURE OF THE U. S. DRAGOONS.—The *Carlisle* (Pa.) Herald of Wednesday states that a detachment of about 100 handsome looking men left that place on the preceding day, under the command of Lieut. WALL, for New York, and thence for Fort Gibson. They had been recruited and drilled at the Carlisle Barracks, by Capt. SUMNER, and were accompanied to the cars by a splendid band of music, as well as by many of their companions who remain behind." The whole (says the Herald) presented a very interesting and animated appearance.

The U. S. schr. *Experiment*, Lt. Com'dt Glynn, is now on a surveying expedition on the coast of the Carolinas, with a view of selecting the most eligible site for a naval station. She is at present at Wilmington, and a steamboat attached to the expedition at Beaufort.

Lieut. J. H. Leavenworth, late Superintendent of the St. Joseph harbor, is appointed Superintendent of the public works in this city. Lieut. Humphreys, his predecessor, has been ordered to Lake Ontario for the lake survey.—*Chicago American*, April 13.

*From the Philadelphia World.*

On Wednesday afternoon, while Commodore ELLIOTT was coming in the railroad cars to this city, to attend the Court of Inquiry to be held in the Navy Yard, a person who is called Major M'Donald, of Louisiana, spoke very disrespectfully of Generals Gaines and Jesup, and of the commanding officers of the navy, and especially of Commodore Elliott, whom he represented as a coward at the battle of Lake Erie, and a tyrant in the Mediterranean. Commodore Elliott replied that he was mistaken in the facts—that a Court of Inquiry upon the battle of Lake Erie, in 1815, the record of which was now in the Navy Department, had settled the case very differently.

Major M'Donald denied this, and continued his vituperation of Com. Elliott. The latter then announced himself, and remarked that if Mr. M'Donald were a gentleman, he would refer the dispute to another opportunity. Not wishing to disturb the ladies in the car, Com. Elliott then requested a gentleman, in an under tone, to deliver his card to M'Donald, with a request that he would not leave the city till he heard from the Commodore. He refused to receive the card, and continued his abuse.

When the car stopped in Broad street, several gentlemen requested the Commodore to take no notice of this man, as he seemed unworthy of it, or if he did, merely to give him a caning. He replied that such was his intention, but that he first wished to make a gentleman of the man, by the offer of his card; and that as he had refused that, a caning was due. He then approached M'Donald and struck him with a cane.

A scuffle ensued, in which M'Donald's cane was broken to pieces, and Elliott's broken near the end. M'Donald seizing one end of Elliott's cane, drew off the sheath from the sword. Some gentlemen present, apprehending that the Commodore would wound him, seized his arm, but released him on his saying that he should not injure, but merely flog his adversary.

They then released him, and he pursued M'Donald, who ran off, calling names, while the Commodore applied his blows. The Commodore then returned, and proceeded to his lodgings at Gen. Irving's in High street.

We obtain this account through a gentleman who came in the cars, witnessed the whole affair, and stated it to some naval officers at the Mansion House; and the account of the battle is corroborated by information which we obtained at the railroad depot.

The Supreme Court of Pennsylvania, it is said, have recently decided that the pay and emoluments of officers in the revenue of the United States are subject to taxation for county, and it may be inferred for corporation purposes. No opinion was expressed as to naval and military officers, as they may be employed and spend their pay abroad. If settled here, they seem to come within the decision. The answer to the objection that they were officers of the supreme government was, that the principle on which the decision was made is the same as that on which the stock of the United States Bank, held by a resident, was declared taxable, as of a State institution. If the officers of the United States have not heretofore been taxed, this decision is one of importance to the country, and especially to the city, where the great body of the officers of the General Government is located, whose salaries, even including the Judges, are now considered rateable; the same Court having decided that the office of a Pre-

sident Judge of the Common Pleas is subject to taxation. Although his salary cannot constitutionally be reduced, the Court said there was no more reason to exempt a Judge from contribution to the public burthen, than any other person. On referring to the Blue Book, we find, on a rough estimate, that there are at least one hundred Custom House officers, with aggregate salaries of from 110,000 to 112,000 dollars. If to these are added the salaries of all the officers in the Post Office and Mint, with many connected with the War and Navy Departments, salaries to the amount of at least 200,000 dollars become rateable to the county and city tax.—*Philadelphia U. S. Gazette*.

*From the New York American.*

GEN. SCOTT.—With the praise and admiration of the nation, this eminent man is fortunate in combining the attachment and strong personal regard of the neighborhood in which he resides.

A striking and gratifying evidence of this is afforded in the following correspondence:  
To Major Gen. SCOTT:

This undersigned, a committee from your friends and neighbors, have been charged to request you to meet them at a social dinner, in the town of your adopted home. The time is left entirely to yourself, reserving only the hope that it may not be deferred beyond your next visit to this place.

The high and important public duties you have been so repeatedly called upon to discharge, rendered your movements so rapid, and your stay among us so uncertain, as to preclude heretofore any prospect of your compliance.

Although your functions have been as diversified as important, necessarily requiring the rare combination of high military talent with that of the profound statesman and skillful diplomatist, we feel an honest pride to find them so harmoniously blended in the man we have been accustomed to honor and respect.

Your laurels, General, are the growth of no particular clime. They flourish alike beneath the scorching influence of a southern sun, as before the mildest blast of a northern or eastern tempest. Every little attempt to tarnish them has only proved in the end a wholesome culture, tending to increase their growth and verdure. It has been often repeated, "The fame of great men is the property of their country." We are not disposed to cavil at this sentiment, when we insist that friends and neighbors will prefer their claim for a share of it.

It only remains to repeat the earnest solicitation that your neighbors and friends may be gratified in their wish, and to tender for them and ourselves the assurance of a warm friendship and regard.

WM. CHETWOOD,	} Committee.
ISSAC H. WILLIAMSON,	
CHARLES KING,	
THOMAS SALTER,	
CHARLES DAVIS,	
JOHN I. CHETWOOD,	
THOS. B. C. DAYTON,	
STEPHEN P. BRITTON,	
N. LEAVENWORTH,	
BENJ. WILLIAMSON,	

ELIZABETHTOWN, N. J., April 8, 1839.

HEAD QUARTERS, EASTERN DIVISION,  
Elizabethtown, N. J., April 13, 1839.

GENTLEMEN: I had the honor to receive, on the road hither, the note inviting me to a public dinner, which you, my kind friends, propose as a mark of your private and public regard. Being again obliged to pass rapidly through our Borough, on official duty, I have but a moment to return my grateful acknowledgments.

In the last twenty-one years, I have spent nearly all the summers and autumns, which the public ser-

vice allowed me to be stationary, in a pleasing social intercourse with you, and am, therefore, most truly gratified with your flattering approbation; for, to have lived without the esteem of neighbors, would be to die miserably, and to throw into more than doubt any public honor that had come from a distance.

Reasons which I have lately assigned on a like occasion, but with which you were unacquainted at the date of your invitation, oblige me to decline the honor you have tendered me. Trusting that they may be deemed sufficient apology, I remain, gentlemen, with high respect and esteem, your neighbor and friend,

WINFIELD SCOTT.

To Messrs. W. W. Chetwood, J. I. Chetwood, Th. B. C. Dayton, S. P. Britton, C. L. Davis, N. Levenworth, Chas. King, T. H. Williamson, Benj. Williamson, and Thos. Salter.

From the information we have derived from intelligent gentlemen arrived in the Great Western, we learn that among the people of England, the Government, and all classes, the idea of going to war with this country is deemed perfectly preposterous; that rather than it should take place, they would see the whole territory sunk into the ocean; that they look upon it as a horrid dispute, in which the feelings of the two countries are not involved; and that, as it is a mere question of land, and not of honor, it may be easily adjusted, and cannot in any way lead to hostilities between two great and kindred nations, whose hearts and interests are indisputably united.—*New York Star*.

RECRUITING.—We had a recruiting sergeant from Plattsburg parading our streets yesterday, with a band of music, heating up for recruits. We hope he has been successful, for we could spare a goodly number of loafers, who, if they would serve their country as faithfully as they do the devil, would be a great acquisition to the army.—*Burlington, Vt., Free Press*.

DEATH OF COL. AARON OGDEN.—It is our painful duty this afternoon to announce the death of Col. AARON OGDEN. The venerable patriot died at his residence in Jersey city last evening, at the advanced age of 83, in the bosom of his family, his children and descendants.

Truly another of the Fathers is gone. Among the illustrious men whose reputation constitutes the political treasure of our country, the name of Aaron Ogden deserves an honorable place. From the earliest period of manhood he was engaged in public affairs, and soon took rank among those whose opinions were of most importance, and was in the confidence of those whose patriotism and talents were most distinguished. He was born at Elizabethtown, of an ancient and honorable family, and served with distinguished honor during, we believe, the whole war of the Revolution.

After the close of the war, he prepared himself for a new field of usefulness and honor, and early attained a high rank among the ablest and most eloquent lawyers of the country. It was natural, in that day, that talents of such an order should attract public attention and respect, and we accordingly soon find Col. Ogden in the Senate of the United States, taking equal part among her honored statesmen, in the public councils of his country. About the commencement of the war in 1812, he was chosen Governor of his native State. But the late hour at which we received the afflicting intelligence of his death, renders it impracticable, did we possess the necessary details, to pursue him through his long course of public and private usefulness. We hope to be able to present hereafter some more satisfactory memoir.

In all circumstances, and in every emergency, he

exhibited that industry and sagacity, that promptness of decision and fertility of resource, that cheerful endurance in difficulty, and that "courage of the cabinet" which Burke pronounced to be more powerful and far less common than the valor of the field, which renders his life an example one of the most pleasing and useful to be found in the records of the eventful and illustrious era in which he flourished.

Col O. was President General of the Society of Cincinnati, and we are almost ashamed to say, was obliged by circumstances to hold the office of Collector at Jersey city for the sake of its pecuniary rewards. But he has been gathered to his fathers in peace and quietness, in the serene evening of a good old age, leaving a rich and honorable fame as a proud legacy to his children and descendants.—*Newark Daily Advertiser*.

TEXAS.—Major JOHN M. ALLEN has been elected Mayor of the city of Galveston. This gentleman is somewhat distinguished; he was formerly a midshipman in the U. S. Navy, and when the war broke out in Greece, he left the service and repaired to London, and, in company with Lord Byron and other individuals, embarked for Greece, and entered their marine as a Captain; was in the battle of Navarino, and at the fall of Missolonghi. After the war, he travelled over Europe, and returned to this country in 1833. In 1835 he raised a company of men in New Orleans, and accompanied them to Texas, and was engaged in the battle of San Jacinto as Aid to Gen. Houston. Shortly after the battle he visited New Orleans, purchased a small schooner, called her the *Terrible*, and with a crew of 40 men he cruised in the Gulf of Mexico, and laid under contribution all the small towns on the coast, and captured a number of valuable prizes.—*New York Gazette*.

#### Correspondence of the Baltimore Patriot.

U. S. SHIP BOSTON, Havana, April 7, 1839.

SIR: This ship arrived here from Pensacola in 60 hours, and came to anchor in her usual fine style. She will be detained here several days in consequence of a very disagreeable correspondence between the commander of the Boston and the Captain General, who, it appears, has approved, in a great measure, the wanton outrage committed upon Purser Southall, of the Boston, in February last.

The correspondence will be immediately laid before our Government, on the arrival of the Boston in the United States.

#### List of officers attached to the Boston.

EDWARD B. BABBITT, Esq., Commander.

Algernon S. Worth, }

Charles S. Ridgely, } Lieutenants.

Jno. J. B. Walbach, }

Francis B. Renshaw, Acting Master.

Peyton A. Southall, Purser.

Win. C. Spencer, Surgeon.

Midshipmen, Howell, Cleary, Chipman, Jenkins, Woolsey, Harrison, and Lambert. Captain's Clerk, Tabb.

LATEST FROM LIMA.—The editor of the Baltimore Patriot has been favored with a letter dated

LIMA, Jan. 21, 1839.

The Chilian and Federal armies are now in the Department of Huaylas, about 100 leagues from Lima, at a distance of a few leagues from each other, and the opinion is general, that unless the Chilians attempt a farther retreat, nothing decisive will take place for some time. Both armies are in strong positions, and the rainy seasons in the elevated positions they hold, between the two chains of the Andes, are unfavorable for military operations.

The Chilians escaped being forced into a general action a few days ago, by cutting the bridges in their retreat. Five armed vessels have recently sailed from Callao in the hope of being able to take or

destroy part of the Chilian transports to the lee coast, and if they succeed even partially, a general action is inevitable.

Mr. Pickett, our new Chargé to Peru, Bolivia, is at Quito, endeavoring to reciprocate a treaty with the Ecuador.

The North Carolina has sailed for Valparaiso, and the Boxer is now the only American vessel of war in Callao. We hope to see our naval force in these seas increased. We want one frigate and four sloops of war.

**STEAM VESSELS OF WAR.**—As we anticipated, the Board recently sitting at Washington has determined to build steam frigates forthwith. This is decidedly a good move; not that there is any prospect of war, but that time and money must be freely spent before the perfect model of the war steamer is attained. It is said that the Fulton is a dead failure; but in the event of a war, she would be worth double her cost in a little while. She moves through the waters at the rate of thirteen miles the hour, and if the whole American navy were at Gosport, she could escort them all to a tea party in the Roads from sun to sun. So far from censuring the constructors of the Fulton, we give them full credit for their work. They have written the first chapter in the history of our war steamers. They have broken the ice; they have not labored in vain. Our packet ships are equal, if not superior, to those of any other nation, and shall it be said that we cannot compass the sea steamer? Let it be kept in mind that we are sometimes apt to undervalue what we possess, and overvalue what we do not; and the British steamer *Medea*, now plying between Halifax, Bermuda, and Jamaica, which is so highly extolled in our prints, has been pronounced a dead failure by some eminent English constructors. The friends of war steam navigation in this country will have to encounter strong prejudices. Jack Tar will say that he never can get the smell of fresh water out of his nose when in a kettle-convener; but when Jack lessens his grog, as he is doing every day, his nervous system will be much invigorated; he will become thrifty; his sense of smelling will not only be improved, but his other senses will be brighter; and it may be safely inferred that the introduction of steam into our national ships, aided by the apprenticeship system, will elevate the condition of the common sailor, as it will most assuredly multiply their numbers.—*Norfolk Beacon*.

**CAPT. MARRYAT AND AMERICAN SEAMEN.**—Captain Marryat has addressed a long article to the London Times on the American naval and merchant service, which contains much truth with many errors. Among the latter is the assertion that the greater proportion of seamen on board our ships of war are British, and that this must have been the case during the last war. The New York Sun reminds the captain that the officers at least were American; and this fact must have thrown the balance in favor of our ships in the last war. It says, further—every American ought to know, that two-thirds of the crew of the Constitution, at the time she captured the *Guerriere*, were Marblehead fishermen—a race of men who have ever stood by their country in its darkest hours—who, in that dreadful night, when even Washington seemed to despair of the holy cause in which he was embarked, and paused upon the banks of the Delaware, uncertain and desponding—dashed boldly into the raging torrent, and by their exertions secured the passage of the whole army. When the ocean closed over the ill-fated Wasp and her gallant crew, sixty-five families in Marblehead were bereaved of parents or children. And so will it ever be. Whenever their country demands their services, the fishermen of Marblehead, Cape Ann, and Cape Cod, will be foremost in the fight, whether on the land or on the sea.—*Baltimore Transcript*.

**IMPORTANT INVENTION.**—Mr. Frederick Le Mesurier, of this island, surgeon, has recently invented a new pump for ships and mines, on a new principle, infinitely superior, for all practical purposes, to any yet discovered. He is at present in London taking out a patent for it, and intends extending that patent to France, Holland, and the U. States. Some of the peculiarities of this pump are the almost total absence of friction, the impossibility of its getting choked by sand, wheat, or even small stones, and a capability, in a small sized one, worked by only one man, of delivering a hoghead of water in a minute and a half. Larger sized ones, worked by two or more men, may be made to deliver two or more hogheads per minute; and in mines, when the pumps are worked by steam engines, the power may be immensely increased. We understand that the piston is dispensed with, and that a vacuum is produced by means of an India rubber bag, stretched on rings. Mr. Le Mesurier, it is reported, has been offered 12,000*l.* for the patent, it being foreseen that this pump must supersede all others, both in ships and mines.—*Guernsey Star*.

An experiment was made, with complete success, with one of Daniel's Galvanic Batteries, under the superintendence of Col. Pasley, of the Royal Engineers, off the gun wharf, Chatham. Thirty-five pounds of powder were exploded in about ten fathoms water, the length of the wire containing the electric fluid being five hundred feet. It caused a tremendous explosion. Three smaller ones were afterwards tried, but only one succeeded. There was a numerous assemblage of spectators.—*Maidstone, (Eng.) Journal*.

#### From the Journal of Commerce.

MR. EDITOR.—A list of latitudes and longitudes of Lighthouses in Massachusetts has been communicated to Congress the last session, by S. Pleasanton, Superintendent of Light-houses on our Coast. (Doc. 187, H. Rep.) R. T. Paine, who was employed to determine the same, states that "they will be found to differ in nearly every instance, by two or three miles, from the latitude usually assigned to their places."

There is no part of our coast where the relative positions of various points are so well known as on the Coast of New England, except that part included by the triangulation now in progress under Mr. Hassler; and as this document is placed before Congress in an inflated style, I copy from it the latitudes and longitudes, and also from Bowditch's Navigator such of the same points as it contains, remarking that Dr. Bowditch's work gives the latitude only to minutes of a degree:

	Latitude.	Longitude.
Cape Cod or Highland light	*43deg 02m 22s	70deg 04m 00s
Marblehead light	- 42 30 14	70 50 47
Baker's Island (two lights)	- 42 32 11	70 57 47
Gloucester, eastern point	- 42 34 48	70 40 13
Gloucester ten pound light	- 42 36 04	70 40 17
Thatcher's Island (So. light)	*42 38 10	70 34 54
Do. (No light)	*42 38 18	70 —
Strait's-mouth island light	- 42 39 40	70 35 57
Squam harbor light	- 42 39 46	70 41 29
Ipswich (two lights)	- 42 41 03	70 46 35
Plum Island (two lights)	*42 48 23	70 49 44

#### Dr. Bowditch's Table.

	*43deg 03m —	70 deg 04m —
Cape Horn light	- 42 33 —	70 48 —
Baker's Island light	- 42 35 —	70 39 —
Gloucester, eastern point	- 42 35 —	70 48 —
Thatcher's Island lights	- 42 39 —	70 34 —
Squam light	- 42 41 —	70 40 —
Ipswich (entrance)	- 42 42 —	70 46 —
Plum Island lights	- 42 49 —	70 49 —

Those in a first list marked with a \*, are the points given by Dr. Bowditch, and although he only carries out the latitudes to minutes, in no instance is there a difference of one mile in latitude.

NAUTICUS.



## MILITARY INTELLIGENCE.

The following companies of the 4th artillery have arrived at New York, with the officers whose names are attached:

- A—Lieut. T. Williams, Surgeon DeCamp.
- E—Capt. W. W. Morris, Lt. E. Bradford.
- F.—Lieut. C. F. Wooster.
- I—Lieuts. F. E. Hunt, T. L. Brent.

## RECRUITING SERVICE.

A detachment of 77 recruits left Newport, Ky., on the 19th inst., under charge of Lieut. D. Ruggles, 5th infy., for Fort Crawford, via Jefferson Barracks; to be joined by all the disposable recruits at Louisville.

Lieut. J. M. Scott, 1st infy., ordered to relieve Capt. J. B. Clark, 3d infy., at Louisville, and the latter to join his regiment.

## ARMY.

## OFFICIAL.

GENERAL } WAR DEPARTMENT.  
ORDERS, } ADJUTANT GENERAL'S OFFICE,  
No. 26. } Washington, April 23, 1839.

The following regulation is published for general information, and for the guidance of all officers concerned:

WAR DEPARTMENT, April 22, 1839.

"Hereafter each recruit, before joining his regiment, will be furnished by the officer in charge of the regimental recruiting service, or the station from which he may be withdrawn for the purpose of joining, with a copy of the 'Soldier's Book,' the cost of which, twenty cents, will be charged on the muster rolls, and be deducted from the first regular payment made to him. The amounts so deducted by the paymasters will, from time to time, as they become sufficiently large, be deposited to the credit of the Treasurer of the United States, to be carried to the credit of the appropriation for the Contingencies of the Army. The deposits must, however, be made at least twice a year, unless the deductions should not, at the expiration of every six months, amount to five dollars.

"The recruiting officers will obtain the necessary supply of books for their stations, by requisitions on the officer of the Quartermaster's Department at New York. J. R. POINSETT."

BY ORDER:

R. JONES, Adj't. Gen.

## CORPS OF ENGINEERS.

Lieut. J. M. Scarratt, on being relieved from duty with General Taylor, to report for duty at the Engineer Department.

April 19—Lieut. S. H. Campbell, relieved from duty with Board of Engineers, and ordered to report for duty to Col. De Russy, at Old Point Comfort.

## NAVY.

## ORDERS.

April 13—Lieut. I. S. Stieret, steamer Poinsett.

Mil. J. F. Sperry, frigate Constitution.

16—Surgeon W. M. Wood, steamer Poinsett.

18—Lt. Com'dt J. S. Nicholas, Lt. J. J. Boyle, and Ass't Surgeon S. A. McCreery, detached from packet schr. Woodbury, when that vessel shall be transferred to the proper officer of the Treasury Department, for the Revenue service.

Passed Mid. M. Marine, J. B. Marchand, and W. Gwathney, transferred from packet schr. Woodbury to W. I. squadron.

Puizer D. Walker, Navy Yard, Washington, vice G. C. Cooper, ordered to the Brandywine.

Professor A. F. Lash, frigate Constitution.

22—Passed Ass't Sur. D. S. Green, steamer Poinsett.

## APPOINTMENT.

April 18—Augustus F. Lash, Professor of Mathema's.

## U. S. VESSELS OF WAR REPORTED.

The U. S. frigate Constitution, Capt. Turner, arrived off Sandy Hook on Thursday, from Norfolk. It is said she will cruise off the Hook for a few days, for the purpose of exercising her men. She was towed up to the city by two steamboats, and anchored off the Battery, on Saturday afternoon. She is still deficient fifty men, to make up the complement of her crew.

PACIFIC SQUADRON—Ship North Carolina, Commo. Ballard, was to sail from Valparaiso for the U. States about the 1st Feb.

(53)—The Norfolk correspondent of the Exchange, in his letter of Monday, states that repeated firing of guns was heard by persons on board two pilot boats on Saturday afternoon and night, no doubt from the North Carolina 74, Commo Ballard, daily expected from the Pacific. A line of battle ship was seen off the Chesapeake a few days since.

Brig Boxer, Lt. Com'dt Nicholson, at Callao, at the end of January.

BRAZIL SQUADRON—There were no United States Government vessels at Rio de Janeiro on the 5th March. They had all gone to Montevideo for the protection of American commerce in that quarter.

WEST INDIA SQUADRON—Frigate Macedonian, Capt. Kennon, bearing the broad pendant of Commo. Shubrick, and ship Levant, Comm'r Paulding, sailed from Pensacola on the 1st inst., bound down the Gulf.

Ship Vandalia, Comm'r Levy, at Vera Cruz, Mar. 29. Ship Natchez, Comm'r B. Page, arrived at Pensacola, April 6, from a cruise of 14 weeks.

Ship Boston, Commander Babbitt, at Havana, April 7, bound to New York.

## DEATHS.

At Fort Crawford Prairie du Chien, Wisconsin, on the 1st inst., Capt. EDGAR M. LACY, of the 5th regiment U. S. infantry.

At Fort Niagara, on the 18th inst., of pulmonary consumption, Lieut. BARNABAS CONKLING, of the 2d regiment U. S. artillery.

In this city, yesterday, ELIZABETH C., aged 8 years and 3 months, daughter of Col. D. E. TWIGGS, of the U. S. army.

REVOLUTIONARY SOLDIERS AND PATRIOTS. In Baltimore, on Monday last, General SAMUEL SMITH, aged 87 years.

In Springfield, Livingston co., N. Y., on the 2d inst. AZOR COLE, aged 100 years.

In Bourbon county, Ky., on the 25th ult. WILLIAM HARRIS, aged 94 years.

In Sidney, D. lawrence co., N. Y., on the 13th inst. Mr. ABRAHAM HAWLEY, aged 83 years.

At Jersey City, on Friday evening, Colonel AARON OGDEN, an officer of the Revolutionary army, and President General of the Society of Cincinnati, aged 83.

## FOREIGN PUBLICATIONS.

The undersigned, having established a correspondence in Europe, offers his services to the officers of the Army and Navy, for the importation of any foreign periodical or professional publications, which they may wish to procure.

Lists of new publications and works in press will, after a short time, be regularly received, and the titles of such as are of a professional character, will be inserted in the Chronicle.

The facilities for forwarding small parcels from the city of Washington to every section of the Union, are perhaps equal to those of any other place.

As but a very small advance on the actual cost and expenses will be added, greater bargains may be made by forwarding the money in advance, to purchase with; but it is expected that all works ordered will be paid for before delivery.

B. HOMANS.

Washington, D. C., April, 1839.

## E. OWEN &amp; CO. MERCHANT TAILORS,

BEG leave to inform their Military and Naval friends and the Public in general, that, for the convenience of their patrons in the more central part of the City, they have lately opened the large store one door east of Fuller's Hotel, where, with all gratitude for past favors, they trust to experience a continuance of the liberal support of their customers.

E. Owen & Co. have supplied their store with all that the fashionable world could produce in the article of dress, both for citizens and officers of the Army and Navy; and they pledge themselves to give the same satisfaction which they have invariably given to judges of acknowledged taste.

Washington, D. C. Dec. 14, 1837—1y

# ARMY AND NAVY CHRONICLE.

Published by A. B. Claxton & Co., at \$5 a year, payable in advance.

Vol. VIII.—No. 18.]

WASHINGTON, THURSDAY, MAY 2, 1839.

[Whole No. 226.]

## MISCELLANY.

*From the United Service Journal, for February.*  
**CIVIL ENGINEERING IN AMERICA.\***

BY CAPTAIN BASIL HALL, R. N.

The navigation of the American lakes is a topic of the highest importance to naval men, for though their waters be fresh, and their depths fathomable, they may be truly considered as seas; and in all that relates to the difficulties and dangers of navigation, they are deserving of the respect of seamen who have passed their lives on the ocean. And we shall accordingly advert, presently, to one or two circumstances of considerable importance, which may not be known to many persons whose duty it may become to serve in those regions.

It is interesting, however, to consider in the first place how these mighty lakes have been dove-tailed, as it were, into the sea; on the east with the Gulf of St. Lawrence, and on the south by the Gulf of Mexico. By means of the canal which joins the Ohio with Lake Erie, the communication is opened between them and the Mississippi, and thence with the sea; while by means of a short, but wide, canal, Lake Erie is connected with Lake Ontario, and this again is joined to the river St. Lawrence below its rapids, by means of the Ottawa canal, that of the "St. Lawrence," and the "La Chine;" and thus with the Atlantic, which may be said to begin at Quebec. Or if the purposes of commerce require a different route, Lake Erie may be quitted at Buffalo, on the American side, and a course pursued along the Great Erie Canal and down the Hudson to New York.

"That the reader," says Mr. Stevenson, "may be able fully to understand the nature of lines of inland navigation, so enormous, I shall give in detail the route from New York to New Orleans, which is constantly made by persons travelling between those places:

From New York to Albany, by the river Hudson, the distance is	150
Albany to Buffalo, by the Erie canal,	353
Buffalo to Cleveland, on Lake Erie,	210
Cleveland to Portsmouth, by the Ohio canal,	309
Portsmouth to New Orleans, by the rivers Ohio and Mississippi,	1,670

Total distance, 2,702

This extraordinary inland journey is performed entirely by means of water communication: 672 miles of the journey are performed on canals, and the remaining 2,030 miles of the route is river and lake navigation.

It may be well to pause here and reflect upon the vast means which these lines of communication afford for condensing the military resources of the nation at any one point; and when we superadd the innumerable lateral feeders by which the mighty rivers alluded to are kept in communication with the interior of the country, north, south, east, and west of them, and take into account the canals, roads, and rail roads which link the whole system together, and cover the land with a net work of highways, we may form some estimate of the prodigious force which so energetic a people as the Americans might bring to

\* The January number of the United Service Journal, containing the first part of this essay, has not reached us, nor have we been able to borrow a copy. Ours was no doubt on board one of the packet ships, which were lost during the tremendous storm that occurred on the English coast, in the early part of January.—*Ed. A. & N. C.*

bear against an invading army. It is not likely, indeed, that the United States will ever be invaded, but it is not less our duty to contemplate the difficulties of such an enterprise, and likewise to contemplate, with even more anxiety, the consequences which might attend any very unanimous feeling of hostility on the part of the Americans, directed against Canada. We do not speak of such petty, marauding, and disgraceful incursions as have lately disturbed the tranquillity of the frontier, and which, assuredly, found no sympathy in other parts of the Union; but of any vast and simultaneous impulse, extending from east to west of that immense confederacy.

Without meaning anything invidious, we may be permitted to speculate professionally on the time when the States, now so firmly united by the bonds of a common interest, may be ranged in hostile array against one another; and we defy the most active imagination to place limits to the extent and variety of military and naval contingencies which not merely may, but must, have place in a country so fertile in all the resources by which armies may be raised, maintained, and put in motion. It is the fashion to describe America as an empty country, with a virgin soil, and inexhaustible means of subsistence; but the truth is, that she is rapidly peopling up, and as the best soils are fully occupied, the inhabitants begin to jostle and rub shoulders at some places, very inconveniently; and although we may not, and probably shall none of us, live to see a break up in America, we think it by no means improbable that the present generation may see military demonstrations, and jealous movements of great professional interest; and it is on this account, as well as many others, that we recommend to our professional brethren, of both services, a more attentive consideration of the internal military resources of the United States than has hitherto been given to them. We allude now exclusively to the physical resources of that country, for it is not our present purpose at all to consider those complicated political relations (such as the slavery question) which, in the opinion of many of America's best friends, threaten to set the nations composing their huge and incongruous confederation by the ears. Our object, however, is chiefly to draw attention to the wonderful capabilities which America presents for every kind of locomotion; and as speed and certainty in such matters are the points of most interest to us in a professional point of view, we shall endeavor to show how well worthy of the attention of the United Service the investigation is.

To begin with the great Canada lakes; Mr. Stevenson says, and we can bear witness to the justness of the observation, "that every idea connected with a fresh water lake must be laid aside in considering the different subjects connected with these vast inland sheets of water, which, in fact, in their general appearance, and in the phenomena which influence their navigation, bear a much closer resemblance to the ocean, than the sheltered bays and sounds in which the harbors of the eastern coast of North America are situated, although those estuaries have a direct and short communication with the Atlantic ocean."

The line of coast of the lakes is about 4,000 statute miles in extent, and they have all water deep enough throughout their whole extent for the purposes of navigation. It was not, however, till the year 1818, that the navigation of the lakes became so extensive and important as to render the erection of light houses necessary; since then they have been gradually increasing, and there are now about five-and-

twenty, besides about thirty beacons and buoys. Various harbors, too, have been formed, and it is a curious and instructive fact, that in consequence of the exposed nature of the lake coasts, the Americans have been obliged to execute these works in a much more expensive and substantial manner than those which they have erected on the shores of the great ocean itself; so that a remarkable contrast meets our eye between the solid stone piers of the lakes, and the wooden wharves of the seaboard, as they call it, exactly the reverse of what we should expect. At Buffalo, for instance, there are compactly built stone piers, which cost 40,000*l.* At Dunkirk, on Lake Erie, a breakwater has been formed, by sinking a strong wooden frame-work, filled with stones. The frame or crib was erected, with the usual ingenuity and active resource for which Jonathan is so well distinguished, during the winter on the ice, over the site which it was intended to occupy. The ice was then broken, and the cribs, being filled with stones, sunk to their resting place in the bottom of the lake. Presque Isle bay, in which the town of Erie stands, is in like manner formed into a splendid anchorage for vessels of the largest size, by two covering breakwaters, measuring, Mr. Stevenson tells us, "respectively 3,000 and 4,000 feet in length, projecting from the shore, and leaving a space between their outward extremities of 300 ft. in breadth, for the ingress and egress of vessels." At Oswego, on Lake Ontario, a piece of solid masonry has been built, at the cost of 20,000*l.* All these, and several others in the Lake Michigan, have been constructed at the expense and under the direction of the United States Government. On the English side of the lakes also, the British Government have executed works of considerable importance, particularly at Kingston, which is the great naval arsenal, and lies just at the point where the St. Lawrence flows out of the lake.

The size of the vessels navigating the lakes is regulated in a great measure by the dimensions of the canals, and especially of the locks upon them; and hence, by the way, the wisdom of the framers of the Welland canal, which unites Lakes Erie and Ontario on the Canada side, and steps round the falls of Niagara. These engineers, taking warning from their opposite brethren, who made the locks on the Great Erie canal of stone, made theirs of wood, and of much larger dimensions, though at a smaller cost. Independently of the advantage which this superior size gives them at present, they may at any time, and at a small expense, augment the dimensions, whenever the increasing demands of commerce, or the rapidly increasing size of the lake steamboats, require such change. We have no doubt whatever, from what we have seen and heard on the spot, that had the Great Erie or New York canal been fitted in the first instance with wooden instead of stone locks, it would long ere this have been converted into a ship canal, instead of being confined, as it now is, to the use of boats.

For the same reasons that the harbors and piers of the lakes are built of substantial masonry to resist the fury of the winds and waves, the steamboats which ply upon them have far more the character of sea-boats than any of their steamboats employed anywhere else in the Union. On first looking at the lakes, especially in fine summer weather, it is difficult to believe that these distinctions are necessary; but the sight of a lake gale, one of which we have witnessed, impresses the mind with a vast respect for their powers, when raised into action by the violent storms of those regions. We have dwelled rather longer on this particular than we had intended to do, from the importance which is attached to it in an engineering point of view, and from the curious analogies which Mr. Stevenson suggests between the phenomena of the lakes, and those which are found in such land-locked bodies of water as the Irish sea,

where the waves are so short and sudden in their movements as to prove very destructive to whatever obstacle is opposed to their fury. We recommend, therefore, this part of Mr. Stevenson's work to the attention of our engineering friends, especially that part of the chapter on lake navigation which relates to the winter season.

The river navigation of America has no parallel in Europe, and to the shame of Europe this may be said. The Thames, the Mersey, and the Clyde, to be sure, are pretty well covered with steam vessels, and in proportion to their capabilities these rivers may probably be fully as well served with means of conveyance as the mighty streams of the western world. But what shall we say to the shabby manner in which the Seine, the Rhine, the Rhone, and the Danube, to say nothing of the Tagus, and the Elbe, and many other great rivers of the Continent, are furnished with these marvellous means of swift and economical conveyance. It may be said, indeed, and with some truth, that in most of the countries of the old world, through which the rivers in question find their course, the industry of man has *already* provided convenient roads, along which the inhabitants have been accustomed for centuries to travel, and which they find so fully sufficient for all their locomotive wants, that they are not stimulated to seek for any other. In America the case is quite different; the roads are few in number and execrable in quality; and as it would cost fifty times more money to cut tolerable roads through their forests, than to establish excellent conveyances on their rivers, the attention of the new settlers has been vehemently directed, in the first instance, to the improvement of river navigation. The invention of steamboats came at a good moment for co-operating with this disposition, and as fuel from the forests was almost everywhere at hand, and in abundance, the impulse which the new discovery received was immense. Not only the great rivers, such as the Mississippi, the Missouri, and the Ohio in the west, and the Hudson, Delaware, and Chesapeake bays in the east, but a vast multitude of minor streams—minor we mean in comparison to those above mentioned, but gigantic in comparison to those of this country—became the highways of the respective States through which they passed, and by the agency of steam kept up a constant communication between the outposts and the remotest recesses of the interior.

Indeed we have never beheld, in any part of the globe, a more striking sight than is presented at New Orleans, that wonderful emporium, which may well be called a sea-port, though it lies one hundred miles from the ocean, and is far above the influence of the tide. There we see all day long vessels arriving from every part of the world, with their sails furled, and towed, two or three at a time, in the train of a diminutive steamboat, urged into rapid motion by an engine of high pressure; while every evening about sunset, dozens of godly ships, laden with the return produce of the interior, depart in like manner, under the secure convoy of the same marvellous power. The internal products alluded to, are brought down partly in steamboats and partly on large rafts, called arks, piled high with cargo, which are drifted down the stream from immense distances, never to return. The hardy backwoodsmen, who navigate these primitive vessels, having disposed of their wares, and broken up their arks, take shipping immediately on board some one of the steamers which are starting every hour for the upper countries, and in a few days find themselves landed at their own doors, ready to re-embark and re-descend the river—in one eternal round of active profit, sure of a market, sure of their returns—secure in their property, and as free in their thoughts and persons as the wild birds over their heads, or as the ancient denizens of the forest were before them! In old times, these arks dropped down the rivers with just the same

facility as at present; but the time and trouble expended in conveying the *return goods* to the interior were enormous; and even the return of the traders themselves was an affair of laborious months, instead of being, as it is now, one of a few luxurious days.

All this is already pretty well known to most of our readers; but we strongly recommend to our professional brethren to take a military glance at the American rivers, and in connexion with them those stupendous canals which have been made either to overcome natural obstacles, such as falls and rapids, which have been cut across whole countries, in order to open communications heretofore not dreamed of by the wildest visionary. In a military point of view, the works of this description which are most worthy of immediate attention are those by which the difficulties on the navigation of the St. Lawrence are evaded, and those by which communication between the Lower and the Upper provinces of Canada are securely kept up by a line of canals, removed at an insupportable distance from the frontier. Besides these, (which, though useful for the purposes of commerce, are, in their essence, purely military works,) the Upper Canadians are beginning a gigantic work, close to the St. Lawrence. It is intended for the purpose of overcoming the celebrated Longue Saut Rapids, and is to be 100 feet wide throughout all its length. The slackwater navigation, as it is technically called, on the Rideau, or Great Military canal is well worthy of study. It is formed by damming up the waters of the Rideau river, and several of the lakes connected with it, and so increasing their depth as to fit them for steamers of a large size. The whole length of this most important national work, is 135 miles, 70 of which consist of the slackwater navigation just alluded to.

The severe and protracted winters of Canada, it must always be recollected, put a stop to the navigation and trade of the St. Lawrence, and of all the more northern canals, for four months and a half annually. The same misfortune attends the Erie canal; but from this evil the southern States are exempted. Partly from this cause, and partly from the rocky nature of its bed, and its tendency to spread itself out into lakes strewn with flats and shallows, the river St. Lawrence is far less available than the Mississippi, which is always free, always navigable, always uniform in its width, and by prudent management, as readily ascended as descended at all times and seasons. It is not precisely so with the Ohio, which, though it is not frozen up to the same extent as the St. Lawrence, is seriously embarrassed with shoals during the dry season; and at one place, Louisville, in Kentucky, has its course so seriously interrupted by rapids, when the water is low, that the inhabitants of that city have been obliged to cut a canal around this obstacle, and a most stupendous and beautiful work it is, being rather more than two miles in length, and excavated in rock nearly throughout its whole extent. It is 68 feet in breadth and 16 feet in depth, affording a passage for all steam boats under 130 feet in length. The average difference of level in the Ohio at the dry and at the rainy season, is upwards of 50 feet; and such is the rapidity of the stream at certain seasons over the rapids,\* that even the most powerful steamboats are obliged at times to send an anchor ahead, and having brought the warp to their capstan, to drag themselves through by main force. Such things do not happen on the deep and majestic Mississippi, though we do remember once on that river to have hung for nearly half an hour, without advancing an inch, though the steam was urged to a very high point of pressure. But this was far above the Delta, about 1,200 miles or so from the mouth, and at a spot where, from the approach of the rocky banks, the velocity of the stream became considerably greater than usual.

We are particularly anxious to call the attention of professional men to these inherent distinctions between the great rivers of America, because we are too apt to class them in the imagination as identical in their phenomena; whereas scarcely any two of them which we have examined are so much alike as not to require a different kind of treatment; and nothing, we conceive, can be more instructive to us than to study the manner in which the Americans have overcome the difficulties of their position. We may instance the method of steering in the Ohio steamboats. It was found that for the purpose of traffic, in the low-water season of the river, it was necessary to work with flat bottomed boats, drawing so little water that they passed along the shoals with only a couple of inches to spare between them and the mud. There was no harm in this, of course, so long as they did not actually touch; but it was found that the usual rudder, however large it was made, would not set at all, owing to the extent of "dead water" which, under such circumstances, the vessel drew after her. The ingenious Americans soon remedied this serious inconvenience by fixing a rudder on each quarter; and by uniting their two extremities by a bar, the ends of which moved freely on a pivot on the tops of the rudders, and extending the tiller over the stern till it united itself with the centre of this bar, they were enabled to steer with perfect ease in the shallowest water. The manner of this action will be obvious to a sailor, who considers that when the helm under such circumstances is put "a-port," and the rudder on the larboard quarter falls into the "dead water," the rudder on the starboard quarter being turned outwards, has its surface opposed not merely to the stream of the river, but to the current caused by the paddle-wheel on that side, and the effect is immediate on turning her head to starboard.

So many devices of this kind are to be met with in America, that we know not any country where the science of prompt, and effectual resource is to be so well taught. Our seamen, indeed, from having the variable elements to contend with, under all the complications of hydrography and warlike contingencies, are trained from their earliest years to the practice of considering that there is a way over, or round, or through, every difficulty; but as our military men have not the same constant calls made on their ingenuity, though they are imbued with the self same spirit, they have not the same means of exercising their zeal and schooling their capacity, so as to be always ready for the occasion. Accordingly, we should venture to recommend a course of American travelling to our young soldiers, fully assured that the petty inconveniences of the journey would be far overbalanced by the habits they might acquire of considering nothing impossible if attacked with energy. Our naval officers, too, by travelling in America, would learn to despise less that fresh water navigation, of which they can now know scarcely anything, but with which, in the event of war in those countries, or in fact in any country, they might be called upon to work on the great scale. And, we can assure them, that there is a variety and complexity in the navigation of the American rivers, which, though they bear but a small ratio to those of the ocean, are, nevertheless, very embarrassing to strangers; and an ignorance of them might prove highly detrimental to the service in the event of expeditions to the interior—a contingency which, if ever we do go to war with America, must be calculated upon.

In treating of the steam navigation of the United States, as compared with that of England, Mr. Stevenson, in the beginning of his fourth chapter, makes some valuable remarks on the distinctions which the nature of things has established between the two cases. "By far the greater number of the American steamboats," he very justly remarks, "ply on the

\* Stevenson, page 111.

smooth surfaces of rivers, sheltered bays, or arms of the sea, exposed neither to waves nor to wind; whereas most of the steamboats in this country go to sea, where they encounter as bad weather and as high waves as ordinary sailing vessels. The consequence is, that in America a much more slender build and a more delicate mould, give the requisite strength to their vessels; and thus a much greater speed, which essentially depends on these two qualities, is generally obtained. In America, the position of the machinery and of the cabins, which are raised above the deck of the vessels, admit of powerful engines, with an enormous length of stroke being employed to propel them; but this arrangement," he adds, "would be wholly inapplicable to the vessels navigating our coasts, at least to the extent to which it has been carried in America." What follows is still more important; and we extract the passage the more readily from our not having seen the remark so strongly put before:

"But perhaps the strongest proof that the American vessels are very differently circumstanced from those of Europe, and therefore admit of a construction more favorable for the attainment of great speed, is the fact that they are not, generally, as in Europe, navigated by persons possessed of a knowledge of seamanship. In this country steam navigation produces hardly seamen; and British steamers being exposed to the open sea in all weathers, are furnished with masts and sails, and must be worked by persons who, in the event of any accident happening to the machinery, are capable of sailing the vessel, and who must, therefore, be experienced seamen. The case is very different in America, where, with the exception of the vessels navigating the lakes, and one or two of those which ply on the eastern coast, there is not a steamer in the country which has either masts or sails, or is commanded by a professional seaman."

**THE METHOD FOR RAISING SUNKEN VESSELS, AS USUALLY ADOPTED AT HER MAJESTY'S DOCKS.** BY F. W. SADLER, *Assistant Master Attendant, Portsea, 1833.*—This is a very useful, yet unassuming pamphlet, the object of which is shown in the title. The example given is the raising of her Majesty's schooner *Puncher*, which, as our readers will recollect, was sunk in fifteen fathoms water, near the *Owers*, light vessel. This operation was superintended and ably conducted by Mr. Sadler; and, as the process proved successful, he has detailed the operations for the information of others. The statement is very satisfactory; and the description is illustrated by five diagrammatic plates, and a complete list of all the necessary materials.—*United Service Journal.*

**ON THE GREAT EVILS OF IMPRESSMENT, &c.** BY CAPT. JOHN GOURLY, R. N., 1838.—Captain Gourly is an experienced officer, who, having officially and largely contributed to the raising of seamen in the late war, here gives his full approbation to the plan and details of the Registration Act of the 30th of July, 1835. His evidence is the more valuable, because, though himself so long in the impress service, he yet contends that impressment is not a prompt nor efficient means of procuring seamen.

The Captain's plan for improving the operation of the Register Act, is to enrol the names of ALL seamen, even mates, masters, and those who were hitherto protected from impressment; in fact, to add to the new law the power of the French ordinances. His remedy may be thought too searching by the sea-faring community; but all will agree with him in wishing "the swell mob to be forever excluded from the navy and merchant service," and the coasts to be cleared of the scamps, crimps, screws, and other scoundrels, who infect them, to way-lay, fob, and demoralize the seamen.—*Ibid.*

**A COURSE OF MILITARY SURVEYING.** BY MAJOR BASIL JACKSON, LATE STAFF CORPS, *Professor of Military Surveying at Addiscombe.*—We highly applaud both the design and execution of Major Jackson's very useful work. Following the laudable example of Mr. Burr, the able professor of this branch of Scientific Art at the Royal Military College, the competent instructor of the candidates for the honorable Company's service has furnished his pupils, and the profession at large, with a truly practical guide to this study, on the importance of which, as an essential of military education, it is unnecessary to dwell.

Amongst the topics which we have thought it advisable to discuss for the benefit of the service, that of "Military Surveying" has not escaped our attention. Our readers will possibly recollect that so far back as the years 1829 and 1830, we took advantage of the appearance of Mr. Burr's excellent "Treatise on Practical Surveying and Topographical Plan Drawing," to give a series of papers, in which the several systems of representing ground, and the readiest modes of measuring it, were examined and defined for the use and instruction of students. In those articles, to the last of which (see p. 484, Part II. 1830,) were attached diagrams of some simple practical problems, by which Mr. Burr supplies a key to the process of sketching without instruments, the system of Major Lehmann, ably illustrated, though not adopted by Lieutenant Sihon, that of Colonel Van Gorkum, introduced with modifications by Sir James Carmichael Smyth, of the Engineers, both these systems being on geometrical principles, and the British mode of delineating ground by shading in a succession of lines drawn horizontally or vertically, were explained and compared, leaving the balance in favor of the simpler British system, which has been much improved, and is obviously the best adapted to the purposes of the military draughtsman in the field. Major Jackson, discarding all unnecessary use of technicalities, has handled the details of his subject with the facility and clearness of a master, and illustrates his lessons by suitable definitions, plates, and diagrams, including accurate descriptions of the instruments used by the surveyor. Amongst these, we find a plan and report of the road from Malaga to Granada, executed by Capt. Rochfort Scott, late of the Staff Corps, whose work on the South of Spain we notice this month. We observe that Major Jackson prefers vertical lines for shading hills, but describes an ingenious mode by which Mr. Burr illustrates the truth of the horizontal mode. He also justly complains of the want of uniformity of style, which, however, as far as the instruction of the Royal Military College extends, is *pro tanto*, remedied. It is scarcely possible to make two individuals draw, or rather shade, exactly alike, however closely their sketches may, in other respects, assimilate—yet, with this imperfection, we prefer the British mode of sketching, rapid and ready as it is, to the more elaborate pedantry of the foreign systems.

In concluding this brief notice, which we do with a cordial recommendation of Major Jackson's Manual, as we formerly had the pleasure of doing with respect to his able coadjutor, Captain Straith's work on Fortification, we shall quote an allusion to an invention which we ourselves had also the advantage of being shown by its zealous and accomplished author.

Speaking of the complication of instruments, Maj. Jackson says:

"I may here, apropos to simplicity, take occasion to mention that the Reverend Frederick Glover has been for some time past engaged in perfecting a pocket surveying instrument, on an entirely new principle, which promises to be more general in its application than any of those in use at present. Should it, when completed, come up to the expectations I formed of it a few months ago, I really think

that few scientific men, whether naval, civil, or military, will be without it."—*Ibid.*

**THE DISPATCHES OF THE DUKE OF WELLINGTON.** VOL. XII.—This volume completes the noblest monument of public virtue and military greatness on record. To criticise it would be to repeat the admiration with which its precursors had filled us, and to point out anew the thronging proofs of genius, patriotism, justice, principle, considerateness, and universal intelligence, which illustrate the career and justify the unrivalled popularity of the greatest man of modern times.

The present and last volume of the Duke's Dispatches embraces the winding up of his command in 1814, and the events of the campaign of Waterloo. In no portion of these institutes—for such they properly are—is there more striking evidence of the qualities above enumerated, than in this crowning part; and had we space, or did we not feel that the Dispatches themselves will be in every hand, and engraved on every British heart, we could prove our assertion by a host of instances. But we cannot pass over the striking fact, that at three o'clock, of the morning of the 18th of June, the day of the battle, when his troops were snatching a brief repose, the Duke wrote three letters, two of which were in French, to Sir Charles Stuart, the Duc de Berri, and the Governor of Antwerp, calmly describing his situation, and expressing unshaken confidence in the result.

The utmost praise is due to Lieut. Col. Gurwood, the compiler of these Dispatches, for the zeal, industry, and care with which so laborious a work has been brought to a successful termination, and in connexion with which his name will go down, with reflected honor, to posterity.

An Index to the Dispatches, published separately, serves as a Key to these invaluable records.—*Ibid.*

We now give the new armament for the lowest class of frigates; also those of the various classes of corvettes and brigs. An erratum as to the weight of metal and broadside of the 36-gun frigates escaped us in our last, which we estimated at 1,424 lbs. and 712 lbs. instead of 1,296 lbs. and 648 lbs.

#### ARMAMENT OF TWENTY-SIX GUNS.

Main-deck,	2 68 prs. 7 ft. 50 cwt.
—	16 32 — 7½ ft. 40 cwt.*
Qr. deck and fore-castle,	2 32 — 7½ ft. 40 cwt.*
—	6 32 — 6 ft. 25 cwt.

Weight of metal, 904 lbs.  
Weight of broadside, 452 lbs.

\*Congreve's or Bloomfield's 24-pounders bored out to 32-pounders.

This class comprises Carysfort, Cleopatra, Creole, Iris, Juno, Sparlan, and Vestal, all of 911 tons, built by Sir W. Symonds.

#### ARMAMENT OF TWENTY-SIX GUNS (FORMERLY TWENTY-EIGHT GUNS.)

Main-deck,	2 68 prs., carrs. 5 ft. 3 in. 37 cwt.
—	18 32 — 6 ft. 0 in. 25 cwt.*
Qr. deck & fore-castle,	6 32 — 6 ft. 0 in. 25 cwt.*
—	Weight of metal, 904 lbs.
—	Weight of broadside, 452 lbs.

\*These short guns to be mounted on Hardy's compression carriages.

This class comprises Actæon, Andromache, Calliope, Conway, Imogene, and Sapphire. The tonnage of which ships varies from 606 to 710 tons.

#### ARMAMENT OF TWENTY-SIX GUNS, (FORMERLY TWENTY-EIGHT GUNS.)

Main-deck,	2 32 prs. 6 ft. 25 cwt.
—	18 32 — carronades.
Quarter-deck and fore-castle,	6 18 — 5½ ft.
—	Weight of metal, 748 lbs.
—	Weight of broadside, 374 lbs.

Guns to be mounted on Hardy's carriages.

This class comprises, Alligator, Crocodile, Herald, North Star, Samarang, Talbot, Tyne, Volage, &c. The tonnage of which ships is about 600 tons.

#### ARMAMENT OF TWENTY-FOUR GUNS, (CORVETTES OF THE FIRST CLASS.)

Upper deck,	24 32 prs. 7½ ft. 40 cwt.*
—	Weight of metal, 768 lbs.
—	Weight of broadside, 384 lbs.

\*Congreve's or Bloomfield's 24-pounders bored out to 32-pounders.

This class, obtained by razeeing 42-gun frigates, comprises L'Algle, Curacao, Magicienne, and Tribune.

#### ARMAMENT OF TWENTY GUNS (CORVETTES OF SECOND CLASS.)

Upper deck,	18 32 prs. 7½ ft. 40 cwt.*
Fore-castle,	2 32 — 7½ ft. 40 cwt.*
—	Weight of metal, 640 lbs.
—	Weight of broadside, 320 lbs.

\*Congreve's or Bloomfield's 24-pounders bored out to 32-pounders.

This class comprises Calypso, Coquette, Daphne, and Dido. The two last carry only 18 32-pounders, having no fore-castle guns. These corvettes are built by Sir W. Symonds, and are of 731 tons each.

#### ARMAMENT OF TWENTY GUNS (CORVETTES OF THIRD CLASS.)

Upper deck	2 32 prs. 6 ft. 25 cwt.
—	18 32 — carronades.
—	Weight of metal, 640 lbs.
—	Weight of broadside, 320 lbs.

This class comprises, Nimrod, Pearl, and Tweed.

#### ARMAMENT OF EIGHTEEN GUNS (CORVETTES OF FOURTH CLASS.)

Upper deck,	18 32 prs. 6 ft. 25 cwt.
—	Weight of metal, 576 lbs.
—	Weight of broadside, 288 lbs.

This class comprises the Modeste and Rover.

#### ARMAMENT OF EIGHTEEN GUNS (CORVETTES OF FIFTH CLASS.)

Upper deck,	2 32 prs. 6 ft. 25 cwt.
—	16 32 — carronades.
—	Weight of metal, 576 lbs.
—	Weight of broadside, 288 lbs.

This class comprises, Champion, Comus, Electra, Fly, Orestes, Pylades, Scout, Favourite, Hazard, Larne, &c.

#### ARMAMENT OF SIXTEEN GUNS (BRIGS.)

Upper deck,	4 32 prs. 6 ft. 25 cwt.
—	12 32 — carronades.
—	Weight of metal, 512 lbs.
—	Weight of broadside, 256 lbs.

This class comprises, Acorn, Arab, Bittern, Columbine, Elk, Fantome, Grecian, Heron, Pilot, Persian, Squirrel, Liberty, Albatros. All built by Sir W. Symonds.

#### ARMAMENT OF SIXTEEN GUNS (FORMERLY EIGHTEEN GUNS.)

Upper deck,	4 32 prs. 6 ft. 25 cwt.
—	12 32 — carronades.
—	Weight of metal, 512 lbs.
—	Weight of broadside, 256 lbs.

This class comprises all the old 18-gun brigs, with the Harlequin, Lily, Racer, Ringdove, Sappho, Serpent, Snake, Wanderer, and Wolverine, which named vessels are all upon Sir W. Symonds' projection.

#### ARMAMENT OF TEN GUNS (BRIGS.)

Upper deck,	2 18 prs. 6 ft. 20 cwt., bored out 9 prs.
—	8 18 — carronades.
—	Weight of metal, 180 lbs.
—	Weight of broadside, 90 lbs.

This class comprises the Algerine, Britomart, Nautilus, Rolla, Rapid, Saracen, &c., the Waterwitch and Pantaloon.—*United Service Gazette*, March 2.

**JACK'S SELF-CALCULATING SEXTANT.**—The principles on which the Self-calculating Sextant is constructed are:—1st, Reflex vision, which diminishes the scale on the circle arc to half its natural dimensions, enlarges the scale on the line of cotangents to double its natural dimensions; thus creating a difference of four to one in favor of the accuracy of the latter. 2d, Besides the advantage of reading from a larger scale, a farther benefit of immense importance is obtained by the introduction of a line of cotangents. This instrument, besides other advantages, possesses all the properties of a good sextant. Its form is convenient for ascertaining angles, whether vertical or horizontal. Thence it is adequate to every purpose for which a sextant is wanted. Its chief claim to preference over those in common use rests on an invention peculiar to itself, viz: the introduction of a lineal scale, by which, on inspection, many important and frequently recurring problems may be solved on the spot, without a reference to books, or any calculation beyond the most simple. By this contrivance much time is gained, we are placed independent of foreign aid, and obtain results more satisfactory and accurate than can be had by any other means. The principle on which the scale is constructed is elementary and undeniable. In a right-angled plane triangle, if one side be made radius, the other becomes the tangent of the angle opposite to it, and the hypotenuse the secant of the same angle. The scale in question is a line of cotangents, the several divisions of which are noted by the index converted into a hypotenuse or secant. Every movement of the index announces two things;—on the limb (as in other instruments), the measure of an angle;—on the line of cotangents, the relative proportion of two sides of a right-angled triangle. This last is a piece of information which no other instrument gives direct. This additional information gives a command over the quantities concerned, much greater than otherwise could be obtained. To measure a distance not exceeding four chains, nothing more is wanted than a pole, with cross projections at top and bottom ten links apart. Erect the pole where you please; by a single observation (making the projections at top and bottom coincide) you may at once tell your distance in chains and links. Or, sending a bearer off in any direction, with the pole erect, you may tell him to stop at any predetermined distance, ascertained by the coincidence of the crosses. For greater distances (even of miles) similar means are resorted to, on the ground plane. From one extremity of the line to be measured, set off a perpendicular (which the instrument readily enables you to do), measure on this line a convenient distance, not less than one-fortieth part of the whole distance to be measured; then proceed to the other extremity of the original line, and using the instrument horizontally, bring the two former stations into contact. By a single inspection you ascertain the distance required.—*United Service Gazette*.

**NAVAL FORCE OF MEHMET ALI.**—Mehmet Ali continues adding to his naval force, and, with his usual energy is extending the improvements of navigation in a manner which cannot but increase his resources. A steam vessel lately finished in the arsenal at Alexandria, has been sent in pieces across the desert to Suez, for the service of the Red Sea. Two other small ones were in construction at Cairo, for the river Nile.

**OFFICERS FOR THE TURKISH ARMY.**—A letter from Berlin of the 29th January, states that the envoy of the Sultan has just made a fresh demand on the Prussian Government for officers to discipline the regular Ottoman troops; the terms of the request are expressly, three staff officers, two of infantry and one of cavalry, who will be intrusted with the formation for the Turkish army, of a normal regiment, to be

composed of troops of all arms, which will serve as a model for the entire service, for discipline, dress, and military instruction. The allowance to these officers will be 800 Prussian dollars (120*l.*) and a fixed salary of 4,000 dollars, (600*l.*) per annum; and they will enjoy other advantages. Notwithstanding this offer, no staff-officer has yet offered himself for this service, the period of which is for three years. The majority of the Prussian staff are too far advanced in life to be attracted by the prospect held out to them. The only officer who has made application is Lieutenant Colonel D'Eisenhardt, of the regiment of the hereditary Grand Duke of Russia, an old cavalry man of great experience.—*Journal de Frankfurt*.

**NICHOLAS AT CRONSTADT.**—We hope that the time is approaching when civilized man will regard war in its true light—as a terrible evil, destructive to the best interests of man—as the fit instrument for kings and despots, and minions of ambition, who wish to wade to power and glory through seas of blood. But much remains to be accomplished by the Philanthropist and the Christian, before that time shall arrive. The late excitement in this country in relation to a war with Great Britain, when the language of those who had been regarded as the best and wisest statesmen, breathed nought but defiance and fury against a government, with whom we have long been on terms of the closest friendship, tells a melancholy tale in connection with this subject. A fondness for military pageantry and splendor seems to be inherent in the human breast. There is a certain fascination about it, which it is difficult even for a Republican to resist—and which has been the bane of liberty in every age and country.

We recollect of standing on the Mole of Cronstadt in Russia, several years since, when the Emperor Nicholas was expected to visit that port. The batteries on the Mole mounted upwards of six hundred guns, principally sixty-eight pound carriages. The batteries in the vicinity of the navy yard, and on the forts commanding the entrance of the Neva, mounted, probably, as many more. There were also fifteen line of battle ships, some of which were three deckers, moored within shot of the Mole. To say nothing of frigates, sloops of war, and gun-brigs, which served to fill up the interstices. The yards of the shipping were manned by good looking sailors, neatly dressed, and with a rich display of bunting, in the shape of ensigns and pennants; and the countless throng of Russians and gazing foreigners, who gathered on the Mole, formed, altogether, an imposing spectacle.

At length the Emperor's yacht was seen to leave Peterhoff, and in tow of a steamboat, rapidly crossed the Gulf of Finland. It was richly decorated, and proudly bore at its poop the royal standard of Russia. As soon as it entered within the line of shipping, a signal gun was fired from the admiral, the sailors welcomed him with loud huzzas, and a tremendous fire was simultaneously opened from the ships of war and all the batteries. Such a hubbub can hardly be conceived of by quiet, peaceable Yankees. The battle of Trafalgar was nothing to it, for the Russian ships were moored compactly, and fired both broadsides; and load and fire as fast as possible was the order to all the batteries.

We happened, unfortunately, to be located in the centre of this horrid din—and our too faithful ears lost not a single item of these noisy demonstrations of respect and loyalty. In about fifteen or twenty minutes, the mighty Emperor having passed leisurely through the fleet, snuffing with great complacency the fumes proceeding from this combination of brimstone and saltpetre, returned towards the Mole, and embarked in a splendid eighteen-oared barge, accompanied by the Empress and Maids of Honor, preceded by the Admiral of the port, and followed by several

barges containing his suite. When he reached the narrow entrance of the Mole, which forms the harbor of Cronstadt, the roar of the cannon ceased, and he was greeted by the stentorian huzzas of the multitude.

We were much amused at the conduct of a number of Americans who were present, principally shipmasters and supercargoes, who, being somewhat excited by this unwonted display, forgot for the moment their attachment to republican principles, and their avowed hatred to every thing despotic, or even monarchical—and entered into the spirit of the scene with an enthusiasm which would have done credit to the most ardent disciple of loyalty.

They waved their hats high in the air, and welcomed the despot with all the strength of their lungs. A worthy shipmaster, belonging to the good democratic town of Marblehead, was hoarse for a week afterwards, in consequence of the obstreperous shouts with which he greeted the approach of the most powerful and absolute monarch of Europe!—*Boston Journal*.

**STEAM MEN OF WAR.**—The success of the *Gorgon*, just returned from a six months' cruise on the coast of Spain, has been so pre-eminent that the Lords of the Admiralty have given orders for five more pair of engines on the same principle, to be fitted into five new frigates. One of these (the *Cyclops*) will be of 1,300 tons burden, with engines of 320 horse power. She will carry 26 guns, and be the largest man of war steamer in the world.

**NAVAL HARBORS OF REFUGE.**—The Lords of the Treasury have sanctioned the survey of the eastern coast of England, not alone for the purpose of building forts, as is generally reported, but also for the purpose of constructing harbors of refuge for her Majesty's smaller vessels of the royal navy against the easterly and north-easterly gales. Lowestoft, Southwold, Holesley bay, and Harwich harbors offer the most eligible sites for the purpose above named; and amongst these Harwich is understood to have a decided preference. In these works of the Government, it is not intended to prevent private companies from making inner basins or inland harbors. It is said that the Harwich southern pier will be made to terminate in a six gun battery, and that a pier of a similar form will commence from the breakwater, and terminate fifty yards from the other pier-head. This will be accessible at all times of the tide, and will be known by a green light.—*Essex Times*.

**AEROLITES.**—The following interesting account of one of these extraordinary phenomena of nature, having recently fallen at the Cape of Good Hope, is an extract of a letter published in the London Nautical Magazine, from a gentleman residing there, on whose authority, it is said, the strictest reliance may be placed:

"24th Nov., 1838.

"I have taken the liberty to transmit, under your charge, for Sir John Herschel, the accompanying aerolite that exploded in the department called Cold Bokkevel, about 112 miles N.N.E. of this place, on the morning of the 13th of October, and which for magnitude ranks with the largest on record of undoubted authority.

"Judge Meuzies, returning from circuit, saw it traversing the atmosphere about sixty miles from the estate where it exploded, with a report equal to the discharge of some pieces of heavy artillery, to the great astonishment of the inhabitants, one of whom had a narrow escape of being destroyed by it.

"I am making strong efforts to secure a piece, said to have made a hole in the ground that would admit a dining table! This may be exaggerated. A man declares the hole is three feet in diameter.

Also to collect information regarding its velocity, course, altitude, &c.

"Another meteor, on Wednesday last, at 6h. 37m. p.m. (day-light) passed over us. I was sitting with my back to a window, when I was suddenly startled by the image of the window frame on the opposite wall, as if the noonday sun was shining through it; at the same instant another person sprang up, who was sitting with her face to the window, and saw a body as large as a full moon descending, and which fell in a S. E. direction from us, at a distance less than half a mile. There was no noise or explosion.

"Two of us immediately started off in the line, but could not discover any thing upon the ground.

"It is rather curious that these phenomena should generally happen between September and December, which favors the hypothesis of the earth the latter part of the year approaching the orbit of a mass of them, circulating round the sun.

"There is a letter from the clergyman at the Bokkevel, describing the explosion, inclosed to Sir John, with whatever good authority I could pick up."

**AMERICAN HARBORS.**—Captain Marryatt, in his forthcoming work on America, a chapter from which has been published in the London Times, in "discussing Naval affairs, says:

"It is remarkable that along the whole of the eastern coast of America, from Halifax in Nova Scotia, down to Pensacola in the Gulf of Mexico, there is not one good open harbor. The majority of the American harbors are barred at the entrance, so as to preclude a fleet running out and in to manœuvre at pleasure; indeed, if the tide does not serve, there are few of them in which a line of battle ship, hard pressed, could take refuge. A good spacious harbor, easy of access, like that of Halifax, in Nova Scotia, is one of the few, perhaps the only natural advantages wanting in the United States."

We believe Capt. Marryatt never visited this port, if he had he would have seen that which he considers wanting. We know not how to account for the erroneous assertion he has made, otherwise than by supposing that he naturally thought that our navy yards had been located in the best harbors, and that he only thought of them and the other principal commercial ports when he was writing. We presume that the idea did not occur to him that we might possess a first rate harbor, and yet be so foolish as to neglect it; if it had, he might have discovered his mistake. It is very evident to us that if he had examined the natural advantages which Narragansett Bay so eminently possesses, he would not have made so erroneous an assertion.

We challenge a comparison of the advantages of this bay with any other port in America, or in Great Britain. We can assure the gallant Captain that it possesses every advantage he enumerates; being a "good open harbor," "easy of access," and "spacious" enough to accommodate the whole British fleet, in commission and in ordinary; we also assure him that they can "manœuvre at pleasure," "running in or out" at any time of tide, with any wind that blows; and that the anchorage is good and safe.—*Newport Republican*.

The Newport Republican, from which we copy the above, manfully urges the capacity and advantages of its noble harbor, and with a good deal of truth too, but it might very well have extended its proofs of Capt. Marryatt's error in the sweeping denunciation of the American harbors. There is for instance, another harbor in the neighborhood of Newport, easy of access at all times, with water enough and to spare, for the largest ship that will ever float the ocean. Where is there a harbor in Great Britain superior to that of New London, Connecticut.—*New York Gazette*.



## WASHINGTON CITY ;

THURSDAY, ..... MAY 2, 1839.

TO CORRESPONDENTS.—The communication, signed "An enlisted Soldier of the — reg't of Inf'y," could not be inserted without divulging the name of the writer; and as he objects to this, we must decline publishing. The writer makes statements injurious to the character of the officers of his regiment, and he certainly could not expect that they would lie under the imputation, without demanding the name of the author, or that we should assume the responsibility of publishing charges, of the correctness of which we have no personal knowledge.

The natives of England, resident in this country, have in several places formed societies, under the title of St. George's, and hold their anniversary on the 23d of April, the birth-day of their patron saint. On these occasions, while remembering the parent country, the utmost good will and kind feeling towards that of their adoption are manifested. At their last celebration, we find our army and navy toasted, and the compliment returned by some of our officers present. Thus, in New York, the following are among the regular toasts:

8. "The land we live in."

Commo. CLAXTON, of the U. S. navy, rose in acknowledgment of this toast, thanking the company for the good feeling manifested by them on this occasion, and gave a toast in reply: "England—geographically a speck, commercially a world."

11th. "The United States Navy."

Band—"The Star Spangled Banner."

Commo. CLAXTON, of the U. S. navy, acknowledged the honor of this toast briefly but forcibly, and gave, in return, "Victoria, of England—the western world salutes the Queen of the East."

12th. "Her Majesty's Minister to the United States, HENRY S. FOX, Esq."

The British Consul returned thanks and gave "Sir JOHN COLBORNE and Sir JOHN HARVEY"—which immediately drew from the Rev. Dr. WAINWRIGHT the following supplement to the toast, which the Rev. gentleman said, as a man of peace himself, he would beg to give to another man of peace, "Gen. SCOTT, of the United States army," which was received with loud cheers by the company.

Song, Mr. Horn—"Stand to your guns."

At the celebration in Philadelphia, the 13th regular toast was:

"The army and navy of the United States."

Duel—"All's well."

At Charleston, S. C., the 7th regular toast was as follows:

"The Flags of Great Britain and America—May the two Governments emulate each other in promoting the relations of peace and good will."

Music—"Should Auld Acquaintance."

## ITEMS.

The Albany Daily Advertiser says that orders have been received at Plattsburg for the survey of a suitable site for new barracks, and the building will be commenced immediately.

DAVID PORTER, Esq., Minister of the United States at the Court of Turkey, and Mr. PORTER, U. S. Consul at Constantinople, sailed from Boston for Smyrna, on Tuesday, 23d ult., in the ship Hamilton.

The British ship of war *Modeste*, Capt. EYRES, got under way on Tuesday, 23d ult., about 12 o'clock, and proceeded to sea from Hampton Roads.

Capt. Ross, the Arctic discoverer, is about to proceed to the Antarctic Circle, on a similar service, with the ships *Erebus* and *Terror*. Magnetic observations are the especial purpose of the expedition.

## ARRIVALS AT WASHINGTON.

April 24—Lieut. O Bullus navy, Fuller's  
Capt. B. L. Beall, 2d dragoon, Georgetown  
May 1—Capt. W. C. DeHart, 2d arty., Union Hotel  
Capt. E. S. Winder, 2d dragoons, Polk's

## LETTERS ADVERTISED.

WASHINGTON, May 1, 1839.

ARMY—Capt J G Barnard, Capt J A J Bradford, Lt E Deas, Major L G DeRussy 3, Major B K Pierce, Surgeon C S Tripler.

NAVY—G R Barry, Lt E W Moore 2, Mid G H Preble, Capt Perry, Lt W A Warris, Capt Zantinger.

REVENUE CUTTER SERVICE—Capt H D Hunter.

PENSACOLA, April 1, 1839.

ARMY—Capt E Backus 2, Lt J H King 4.

NAVY—Capt W K Latimer 2; Lieuts S B Bissell, H H Cooke 4, J C Carter, D G Farragut, H M Houston 2, J H Little, J Lanman, J McLaughlin 3, J L Saunders, G G Williamson, A S Worth; Drs E J Rutter, W A W Spotswood 2, S Sharp, J Vanglin Smith; Passed Mid J W Cooke, R C Cogdell, D F Dulaney 6, W R Gardner; Midshipmen W H Adams, E C Anderson, N F Barnes, C J Love, J F Maratt, G H Preble 4, W W Polk 2, J C Richardson, J G Strain, S Smith, H Tiltonson, J D Usher.

U S ship *Boston*—Lt C S Ridgely; Dr E H Conway; Mid N H Harrison, J Rutledge.

U S ship *Levant*—Drs J J Abernethy, E H Conway; Mid J K Duer, W W Hays, F A Parker, S Smith, M B Woolsey.

U S ship *Ontario*—Comin' W E McKenney; Lt E Farrand; Purser J. Bryan; Mid F G Mayson.

U S ship *Vandalia*—Capt U P Levy 5; Lieuts S C Gist 7, L Pennington 3; Purser J Brooks 13; Dr W A Green 6, Dr Smith 3; P Mid E Lanier 5, J N Maffitt 5, H J Paul 4; Mid D Ammen 6, C Bertody 2, H Godman, W H Jameson, L R Law 5, S Marcy 4, V R Morgan 2, J G Richardson, J C Wait 2, A Barbot 2, W L Blanton 2, A H Cass, H K Davenport 3.

MARINE CORPS—Capt T A Linton.

REVENUE CUTTER SERVICE—Lt W B McLean.

## PASSENGERS.

STR. *AGUSTINE*, April 11, per schr. Francis, from Indian river, Major J. A. Ashby, army. April 8, per steamboat W. Gaston, for New Smyrna, Captain H. Brown, 4th arty.

SAVANNAH, April 21, per steamboat Florida, from Black creek, Capt. E. K. Smith, of the army. April 22, per ship Macon, from New York, Col. W. Gates, of the army.

CHARLESTON, April 23, per steam packet North Carolina, from Wilmington, Lieut. J. Glynn, and L. Stoddard, of the navy. Per steam packet Thora from Savannah, Capt. E. S. Winder.

NEW YORK, April 28, per schr. *Aeolus*, from St. John's, Flo., Lt. D. H. Tufis, of the army.

## ARRIVALS AT PHILADELPHIA.

April 23—Major G W Walker, Marine Corps; Lt H Darcaniel, F E Barry, Lt A G Gordon, J B Carter, navy. April 24—Gen Eustis, army, and Jacy; Lieut A Griffith, navy; Lieut T R Gedney, C W Channery, G Hurst, navy. April 25—Col Fanning, Capt J Page, army; Dr S Jackson, navy. April 26—Lt J M Gillis, navy, Col DeRussy, army. April 28—Lt Johnston, J B Randolph, R D Izard, navy.

A REAL CREMONA VIOLIN for sale at this office, and a case with it, if required. It was manufactured by John Carol Klotz, in Mittenvalld, An. 1767, may be depended upon as genuine, and is said to be well calculated for the leader of an orchestra. Terms made known on application. April 23—3t

## COMMUNICATION.

## THE LATE LIEUT. B. CONKLING, U. S. A.

At a meeting of the officers of the army stationed at Fort Niagara and Buffalo, which convened in relation to the death of 1st Lieut. BARNABAS CONKLING, late of the U. S. 2d artillery, Col. CRANE was called to the chair, and 1st Lieut. W. W. CHAPMAN appointed Secretary.

The following resolutions were unanimously adopted:

*Resolved*, That it is with feelings of the deepest regret we are called upon to announce the death of Lieut. Conkling, which took place at Fort Niagara, N. Y., on the 18th inst.

*Resolved*, That in the death of Lieut. Conkling, the army has to deplore the loss of an officer eminently distinguished for his professional qualifications, and private worth.

*Resolved*, That we submit, with resignation and sorrow, to that dispensation of Providence, which has taken from among us our esteemed brother officer, and that we sincerely condole with the friends and relatives of the late Lieut. Conkling, in their severe bereavement.

*Resolved*, That through the high respect we entertain for the memory of the deceased, the usual badge of mourning shall be worn by us for the period of thirty days.

*Resolved*, That a copy of the proceedings of this meeting be sent to the parents of the late Lieut. Conkling; also to the editors of the New York American, the Buffalo Commercial Advertiser, and the Army and Navy Chronicle, with a request that they will insert them in their respective papers.

I. B. CRANE, Lieut. Col. 2d arty.  
G. S. DRANE, Capt. 2d arty.  
T. J. C. MONROE, Asst. Sur. U. S. A.  
E. A. OGDEN, Capt. A. Q. M.  
W. SMITH, Capt. Corps of Engineers.  
J. DUNCAN, 1st Lieut. 2d arty.  
J. F. ROLAND, 1st Lieut. 2d arty.  
W. W. CHAPMAN, 1st Lieut. 2d arty.  
J. SEDGWICK, 2d Lieut. 2d arty.  
W. ARMSTRONG, 2d Lieut. 2d arty.  
W. B. BLAIR, 2d Lieut. 2d arty.  
W. F. BARRY, 2d Lieut. 2d arty.

FORT NIAGARA, N. Y.,  
April 19, 1839. }

## DOMESTIC INTELLIGENCE.

## FLORIDA WAR.

*Correspondence of the Savannah Georgian.*

We received the following by the steamer Florida, Captain Nock, arrived at 12 o'clock from Garey's Ferry.

GAREY'S FERRY, E. F., April 12.

MY DEAR SIR: Gen. MACOMB. I presume you have heard, has arrived here, and is empowered to treat with the Indians, allowing them to remain in the territory, within prescribed limits. As soon as they become aware of this, it is thought that the war will be at an end. They are rather tired of it. They have been prevented from making their crops of corn, and their ammunition is nearly exhausted.

A party of Indians, some 15 or 20, were met on the Santa Fe river by a party of volunteers, and were several times fired on. There was no one killed, and one negro was taken by the whites. The Indians fired but one gun. Gen. Macomb will leave shortly for Fort King, more in the interior of the Indian country. Five companies of the 2d dragoons are to leave ere long for the north; Head Quarters, Baltimore. All of the 4th artillery, save our company, Capt. Harvey Brown's, have left for the north.

ST. AUGUSTINE, April 17.—Gen. Macomb passed up the St. Johns on the 8th inst., to Fort Mellon. Colonel Harney will proceed across from Fort New Smyrna, in order to join Gen. M. at Fort Mellon.

Preliminaries of a treaty of peace having been entered into with the Seminole Indians, the General Commanding-in-Chief directs, that should any of the enemy present themselves at the military posts, they be treated with kindness, and supplies of food be issued to them.

Capt. McRee's company, (B.) 1st infantry, under command of Lieut. Cox, is ordered to this post, to relieve company B, 4th artillery, under Lieut. J. O'Brien.

Major Churchill has examined the head waters of the Miami and New rivers. No signs of Indians.

Intelligence has been received here, stating that two white men, and three negroes, were killed in a field near Newnansville, last week, by the Indians.

—News.

The following letter has been handed us by Mr. H. P. Russell, of this city, giving a more particular detail of the circumstances attending the death of his lamented brother than has yet been published.

It will be read with deep interest by the numerous friends of the deceased.—*Buffalo Journal*.

FORT DALLAS, EAST FLORIDA, }  
March 3, 1839. }

DEAR SIR: It becomes a duty, and a most painful one to announce to you the death of your brother, Capt. S. L. Russell, of the 2d infantry.

On February the 23th he had mustered his company, and was proceeding with a party of it to Fort Dallas. (from Fort Miami,) three miles distant. He had passed with his men in boats down the stream on which that fort is situated, and entered the Miami river, in descending which, a party of from fifty to sixty Indians attacked his boats from the shore, and the melancholy result was, that three balls were received by him as he landed his men.

The boats not being able to carry all the company, I was by him ordered to proceed to Fort Dallas by land. We were about a hundred rods apart when they first fired. I came up immediately, and after the affair, which lasted about three quarters of an hour, was over, we bore away his body to Fort Dallas, where, on the 1st March, it was interred with military honors, on the north shore of the mouth of Miami river, (which empties into Key Biscayne bay,) on the top of a mound.

He died most bravely! He passed along their whole fire in his barge, which was before the other boats, and landed his men under a heavy fire. He addressed his men in that familiar but decisive manner, (which made them always love and obey him,) "Boys, stand your ground, and don't give way an inch." After he received two wounds, of which he did not speak, and strove to conceal, he was heard lowly to say, "merciful God! protect me!" and fell immediately.

These last particulars I learn from a trust-worthy man, (who strove to shield him,) and are unquestionably true.

I arrived just after he fell, on the bank over him, but from the closeness of the bushes at the water's edge, his body was not found, though every search was made; until the Indians were driven from the ground.

I do not consider myself competent to console you for the loss of such a brother, for in whatever station he was viewed, as a soldier, a christian, a gentleman, or a friend, few were his equals, and none his superiors. The gloom which has since fallen over the minds of his company, is most indescribable. Every soldier loved him as a father, (as indeed to them he was,) and from the moment of his fall, each strove to be foremost in avenging him.

I am, sir, most respectfully, your obedient servant, and sympathising friend,

C. E. WOODRUFF.

To H. P. RUSSELL, Esq.

LITTLE ROCK, April 17.—The following officers of the United States Army, arrived here on Friday last, on the steamboat North St. Louis:

Gen. WOOL, Inspector General of the army, on a tour of inspection:

Col. E. CUTLER, 4th Infantry, commanding at Fort Gibson:

Lieut. MACOMB, U. S. Infantry; [Dragoons,] and Lieut. LEE, Superintendent of the Little Rock Arsenal.

The three first named gentlemen have proceeded up the river to their destination.—*Gazette*.

*From the Savannah Georgian.*

#### CASE OF R. EMMET HOOE, U. S. NAVY.

BRUNSWICK, April 15, 1839.—The Superior Court of this county, Judge Henry presiding, commenced its session this morning, and after some time had been lost in completing the panel of the Grand Inquest, the criminal docket was called, and the case of the State *versus* Robert Emmet Hooe, was first in order. Your readers will remember that a motion for a new trial was sustained two terms since, by the Court, and the prosecution of the indictment (for *voluntary manslaughter* as returned by the Grand Jury) was continued at the last term at the instance of the defendant, Capt. W. Ramsay, U. S. N. his principal witness, being absent, I think, from indisposition. This term, the defendant through his counsel, expressed great anxiety to proceed to trial, but a letter was received from Captain Ramsay, expressing an inability to attend the Court, owing to his having met with an accident which would confine him to his room for several days. The trial was therefore continued, on the deposition of the defendant, to the next term.

[We beg to add to the above, that in consequence of the unexpected arrival of an important witness, Mr. GEORGE MAY, such was the anxiety of the defendant for trial, that he requested the case might be called, and by consent of the prosecution, the case was ruled to trial. The Prosecution, however, were unable to form a jury.—*Editor Darien Herald*.]

A correspondent advised us last week of the continuance until the next term of the prosecution, State *versus* R. E. HOOE. Indictment—*manslaughter*.

The day after the case was continued, we learn that a witness arrived, whose presence enabled the accused to seek a trial. The counsel of the State having assented, the Court ordered the case opened.

A full panel of 48 jurors was submitted to the counsel.

The State's counsel placed every juror upon his *voire dire* and peremptorily challenged four. The prisoner placed none on his *voire dire* and peremptorily challenged two jurors. The usual questions being put to each juror on his *voire dire*, all, with a few exceptions, acknowledged that they had formed and expressed an opinion as to the innocence or guilt of the accused. But one or two jurors were therefore sworn, and the Court decided that the case must be continued, as it was too late in the term to procure another panel. At the next term all the jurors in the county will be summoned, but we hardly anticipate a trial, as the law now exists.—*Savannah Georgian*.

GEN. GRATIOT'S CASE.—As the dismissal of Gen. Gratiot from the army, and the imputation of default, on his part, took the public by surprise, much interest has been manifested in the result of the suit, brought by the Government, to recover the balance of the money claimed against him. The suit came on for trial before the Federal Circuit Court for Missouri, on Wednesday, 10th inst. The circumstances of the case, as we have learned them from persons who were present, are as follows: The Government

claimed a balance of money advanced to the defendant, of about \$30,000. The defendant claimed an offset, of larger sum, for *extra official services* rendered by him, in directing and superintending public works, of a civil nature, not appropriate to his military station, and in the labor and responsibility of disbursing public money.

Wednesday and Thursday were occupied in giving evidence to the jury, and in discussing the points of law before the Court. On Friday morning the Court instructed the jury, pointedly, against the defendant's claim of set off; and that the services rendered by him in relation to civil works, were not *extra*; and that, therefore, he was not entitled to any compensation for such services, although they occasioned, according to the proofs in the case, three times the labor of his military duties proper.

The jury, however, declined to obey the instructions of the Court; declaring, (as some of them did in open court,) that they could not conscientiously give a verdict against the defendant, as they considered the evidence ample for his defence—and having heard the discussion of the law questions, were satisfied in that respect also. The jury remained in confinement until Tuesday, the 16th instant, and then were dissolved by the adjournment of the Court.

It is, perhaps, proper to remark, that, as far as we have understood, there was no tincture of *party politics* in the jury. It was composed of gentlemen of both parties, and of entire strangers to Gen. Gratiot. There was not one of the old inhabitants of Louisiana on the jury; and Gen. Gratiot, though a native of this city, has been absent, in the public service, for nearly thirty-five years. Since the adjournment, we learn that the jury were divided—two for obeying the instructions of the Court, and ten in favor of a general verdict for the defendant.

It may be true, that in technical strictness, the jury is bound to obey the instructions of the Court in matters of law, yet, the conscientious scruples of the jury, in this instance, will go far to satisfy the public, that however the account between Gen. Gratiot and the Government may be ultimately settled, by the courts of law, his claims have been honestly and fairly made, with the full belief, on his part, that they are just and right.

We forbear further comment on this case, as it is still pending, and we would not willingly publish anything that might tend to bias the cause of public justice.—*St. Louis Bulletin*, April 17.

THE FUNERAL OF General SMITH was attended by an immense concourse of people. The President of the United States, the Governor of Maryland, the Secretary of State, the Secretary of Treasury, the Secretary of the Navy, the Secretary of War and the Attorney General, were present. The President rode in an open bouchée, with the Governor, General Leakin, the Mayor, and Mr. Forsyth. The ceremonies were exceedingly imposing. The military band led out in great strength and presented a splendid array. The Firemen and the Ward Guards also united in the procession and a vast crowd of citizens followed the remains of the last Field Officer of the Revolution to their final resting place.

The last of the Field Officers of the Revolutionary Army! The last of the leaders of the great army of deliverance! The last! not another remains! The last of those of whom Washington was the chief has followed him to the tomb. Who can read the sentence without emotion? Who can reflect that the whole of those who led the army of the Revolution, through its trials, its defeats, its glorious triumph, have passed from time to eternity, without deep solemnity. They were a race of peculiar men. Brave, hardly in frame and in spirit, strangers to inactivity, they guided this nation through the perils of war and through the scarcely less fearful dangers of her infant struggles, to erect a government fitted to her

untried condition. Their wisdom is every where apparent in the institutions they established, the form of government they set up, the laws they enacted. But they have gone—gone, whilst the nation they created was a source of just pride to them—before the seeds of its downfall, if they exist, have exhibited themselves, with the happy confidence, it may be hoped, that its existence is to be perpetual.—*Baltimore Chronicle.*

*From the Tallahassee Floridian.*

The following letter from a gentleman well acquainted with the recent army movements, will be read with interest. It speaks, we trust, the language of every Floridian:

IN CAMP, NEAR FORT ROGER JONES, M. F., }

April 15, 1839. }

DEAR SIR: His excellency, Gov. R. K. CALL, Brig. Gen. TAYLOR, and staff, and Col. WM. DAVENPORT, 1st infantry, commanding west of the Savannah, are now here. The Governor has been travelling with the Colonel for some days, aiding him in his operations by his experience as a soldier and civilian. Gen. TAYLOR arrived yesterday, and will leave probably to-morrow or next day for Fort Fanning, where he wishes to be about the 25th instant. His presence is required on the 1st proximo, at Fort King, to attend the "Grand Council," expected to be convened by Major Gen. MACOMB, who comes to this country, not as a military officer, but in a new character of Minister Plenipotentiary and Envoy Extraordinary. Pray, what will be the result of his negotiation? negotiation which proposes to purchase with gold or with trinkets, what the Indians have not sold for years of suffering and privation. Money is no object to the Seminoles; Florida, or a part of it, with its pine trees and burning sands, its sun and flowers, its good and its evil, is the price the poor but resolute savage demands for his good will.

Mr. Delegate DOWNING, in his address to the people of Florida, says in reference to the appropriation of \$3,000 proposed by Mr. Everett to effect a treaty with the Seminoles: "This was opposed by me because it was insufficient to purchase their removal, and could not be used to negotiate a treaty with the Seminoles which would authorize them to remain on the soil of Florida, a policy repudiated by the friends of the white man in the South, directly in opposition to the policy of the President, ruinous to Florida, and to which we, as a people, never would submit." Such are the sentiments of the Delegate to the Congress of the Union. Are the people of the same opinion? If so, I had rather Gen. MACOMB were the agent of this business than myself. But what are the propositions to be submitted and debated at Fort King? These are known to but few men in the country, and various are the opinions entertained by them as regards their honor, policy and justice. I believe it is generally allowed by all honest and generous men that the regular army has done every thing it could do consistently with honor and decency to bring this unfortunate war to a successful and speedy termination. To say the army or any portion of it has been afraid, is false and ridiculous. The bloody details of Okeechobee alone prove the charge of fear unfounded and preposterous.

The efforts of the army have amounted in many instances to a reckless disregard of life, but still the officers and men have not been able to bring the hostilities to a stand since December, 1837. Every just and generous man in the country, at all acquainted with facts will proclaim this—that the army has done every thing to give protection to the people and harass the enemy. What remains to do? Without question as to the policy and justice of allowing the remnant of Indians to remain on sufferance or as tenants at will, on that portion of Florida south of a line from Tampa to Smyrna, (a country indeed where no white man can reside during three-

fourths of the year) would it appear in accordance with our practice heretofore? Did we ever combat any nation for a series of years, and ascertaining that we could not overpower them, have we given ourselves to ease, and quietly folding our arms, saying, "well, go on, we never wanted to beat you, we only take a little frolic of this nature now and then, to keep our hands in!" As the Richmond Enquirer says, "nous verrouis;" or to use a less ambiguous and more eloquent phrase, "we shall see, vat we shall see." Yours truly, M—X.

FROM THE FRONTIER.—Reports have been received at the War office, which state that perfect tranquility prevails on the New York portion of the border. On the Vermont border there is some excitement, and there have been occasional burnings, limited to a few barns, but not extensive conflagrations and bloodshed, as reported in several of the papers. Very little doubt is entertained that in almost every instance the burnings were perpetrated by the refugees within our own border; but the fire at Ogdensburg is found to have been the result of accident. From the measures which have been taken by Colonel Worth on the Vermont portion of the frontier, similar to those adopted on the New York border, we have every reason to hope for the like favorable results. The Colonel suggested to a committee of gentlemen appointed by the authorities of Highgate to investigate the recent burnings, the policy of seeking an interview with a corresponding body on the opposite side, to which they promptly acceded, and they were furnished by Colonel Worth with letters to Colonel Williams, commanding the Canadian frontier in that quarter; and from the high standing of this officer, we have every assurance he will give his cordial support to the measure.

The account in the Montreal "Transcript," that "on Saturday night (April 15th) a party came over the lines from Fort Covington, and set fire to the out buildings belonging to Colonel Davidson, in the township of Dundee, and consumed the barns, with their contents," is utterly false. The officer commanding at Fort Covington reports, that the building in question was situated in a marsh about two miles below Dundee, and took fire from the burning of the marsh, which had been fired in the morning pursuant to a yearly practice. Such was the report of a committee of persons residing in Dundee.

The officer who was sent to Prescott, in Upper Canada, for the purpose of making known to the commander of her Majesty's forces at that place the facts in relation to the outrages committed by the troops at Prescott on the steamboat "United States," reports, that on his interview with Colonel Young, the commanding officer, the Colonel informed him that, as soon as information had reached him of this unpleasant affair, he had caused an investigation to be made in regard to it, and that the examination was still in progress; but all that had been learned was, that the firing on the occasion had proceeded from a crowd on the wharf, by persons unknown, belonging to the militia, the only description of troops stationed at Prescott; that every exertion would be made to discover the offenders, and exemplary punishment inflicted upon them; and that the act was in violation of his instructions, of law, and order. He deeply regretted the occurrence, and promised that every exertion on his part should be made to prevent similar acts.—*Globe.*

FROM THE NEW BRUNSWICK FRONTIER.—We learn from the Woodstock Times that four companies of the 69th regiment of regular troops were in garrison there, and one at the Grand Falls, with a detachment at the mouth of the Restook. The rest of the regiment is at St. John. Major Brooks, of the 69th, has assumed the command in the county of Carleton. The last of the 36th regiment has left

there for Frederickton. The St. John Royal Gazette states that a considerable force is stationed at the mouth of the Restook, for the purpose of protecting the boom which is placed across its mouth. The officer in command is instructed to seize all the timber cut on the disputed territory, which may be attempted to be passed into the St. John. The warden of the disputed territory has also received authority to employ a sufficient civil force to make seizure of all the timber cut upon the upper St. John.—*Boston Daily Advertiser*.

On Saturday four companies of the 71st regiment under the command of the Hon. Lieutenant Colonel Grey, arrived in town from Acadie, and took up their quarters in the barracks. Two companies were left at Acadie, but it is understood that they are to be relieved by two companies of the 24th regiment. The men appeared glad to get back to comfortable quarters, and one of them was overheard to remark that they would now get to the kirk on Sundays, which they had not had an opportunity of doing for nearly six months.—*Montreal Herald*.

We understand that Baron Fratelin was liberated on Saturday. The only political prisoner now remaining in the jail of this city is Mr. C. Hunter, Advocate.—*Quebec Gazette*.

**A COLD BATH.**—Yesterday, a lady, the wife of one of the officers stationed at Brooklyn navy yard, intending to go on board of the ferry boat, just as it was starting from the foot of Fulton street, thinking she could walk one way and look the other at the same time, did not perceive that the boat was already on her outward bound passage for Brooklyn. She stepped forward, into the water, and but for the gallantry of two brave tars, she would have been drowned; they jumped into the water, and rescued her from her perilous situation.—*N. Y. Sunday Morning News*.

#### BY THE EXPRESS MAIL.

*From the Louisianian, April 22.*

**INTERESTING FROM MEXICO.**—By the arrival at the Balize, of the U. S. brig Consort, Lieut. Gardner, commander, from Vera Cruz, whence she sailed on the 10th., we have been informed that the custom-house at Vera Cruz, was destroyed by fire on the night of the 7th inst., in which a large quantity of goods were burnt, together with several adjoining buildings.

Admiral Baudin, as soon as the flames burst out, despatched a number of his officers and men with the engine and hose of his ship to the relief of the city, and through their untiring exertions a large amount of property was saved from conflagration.

Admiral Baudin himself attended on the spot, and by his own example incited the men to exertion.

The Mexicans appeared very thankful, and all allowed that were it not for the succor afforded by the French the city could not have been saved.

Three of the men attached to the Admiral's ship perished in the flames. The residents of the city of Vera Cruz were making subscriptions for the purpose of relieving the families of the men who had died in their exertions to save the city.

General Lamoignon, at the head of 1,000 men, was within fifteen miles of Vera Cruz. According to some letters received here, it is thought the city will be surrendered to him without opposition. Others, however, appear to think differently.

Admiral Baudin forwarded an express to Generals Urea and Mexia, informing them that having taken under his protection the foreign residents of the city of Vera Cruz, he should be careful that no injury should be done their persons or property. The English Consul's house not being considered safe from plunder, a number of troops were despatched from

the English vessels for its protection. The authorities, however, would not permit them to land, the opinion prevailing, that there was force enough in the city to prevent any mischief.

The Consort brought \$122,000 consigned to several commercial houses of this city, and about the same amount for New York.

**FARTHER PARTICULARS FROM VERA CRUZ.**—Since the publication of our extra of Saturday, we have had the pleasure to meet with Lieut. GARDNER, commanding the U. S. brig Consort, from Vera Cruz. He informed us that the sailors from the English ships off that place were landed and assisted in extinguishing the flames. The only American ships of war present were the Vandalia, sloop of war, and his own brig, the Consort. The former was getting under way when the conflagration was first discovered, and the latter was all ready for sea, waiting for a wind, with \$250,000 in specie on board, and consequently neither of them was in a condition to send any men ashore. Lieut. Gardner himself landed to ascertain the situation of things, leaving orders with the officers left on board to send the crew ashore on a signal being made by him. He found a sufficient force engaged in the work of extinguishing the fire, and was of opinion that his own crew, if landed, would only be in the way.

Admiral Baudin himself did not land till the day after the flames broke out.

The fortress of St. Juan de Ulloa was evacuated on the 7th by the French Garrison, and was taken possession of by General Hogero, on the part of the Mexicans, under a salute of artillery, in which the foreign vessels in the harbor joined.

The French Admiral, in the Nereide, withdrew to Green island, some distance from the town. The remainder of the French fleet was off Sacrificios.

Lieut. Gardner informed us that Admiral Baudin intended to proceed in the Nereide to Pensacola, from which place he would come over to New Orleans, and would set sail so soon as a vessel with provisions, expected from this place, should arrive at the anchorage.

An express arrived at Vera Cruz on the 7th with information that General Mexia was at Tuspan with 1,000 men and had engaged vessels in which to embark, to carry on their operations against Vera Cruz. From this we infer that they intend to take possession of St. Juan de Ulloa, which would be an easy matter, as the Mexican garrison consisted of only 150 men, with very imperfect defences, the old works being destroyed by the French. Once in possession of that post, they can command the city of Vera Cruz and render it untenable.

It was expected that the English fleet would remain off Vera Cruz for the protection of English property, till the result of the contest between Bustamante and the federalists is known.

**STILL LATER.**—The Captain of the barque Tinamara, who left Vera Cruz on the 14th inst., reports that the French fleet, with the exception of five sail, were to depart on that day for Europe, touching at Tampico and Havana. The English squadron remained, watching the event of Mexia's movements, who was within fifteen leagues of Vera Cruz. It was rumored that he had taken to the Puebla road.

The English ship Madagascar has taken on board the specie and valuables belonging to the English and other merchants who had claimed protection in case the federal army should land.

We give the above news as we receive it without vouching for any part of it.

The loss by the burning of the custom-house was reported to be \$1,500,000, which will chiefly fall on French and German merchants.

A conducta arrived on the 12th from the interior with \$3,000,000 in specie, destination unknown.

**LAUNCH.**—A beautiful sloop of war of 530 tons, was launched on Wednesday morning last, at 9 o'clock, from the navy yard in Charlestown. She is of the second class, and pierced for 18 guns, but rates, and is to mount, but 16, viz: 14 32-pound carronades and two long twelves. She is called the *MARION*, and is named indirectly after the gallant and distinguished Gen. Francis Marion, of South Carolina, well known in our revolutionary annals. According to the existing law, all vessels of this class are to be named after our towns and cities, and so great a favorite is *Marion*, that upwards of twenty flourishing counties, towns, and villages in the southern and Western States bear that celebrated name, and the Secretary of the Navy has wisely availed himself of this circumstance, to perpetuate the memory of a brave and veteran officer of the Revolution, by giving his name to a gallant sloop of war. This vessel is one of six, built in pursuance of a recent act of Congress. We understand she is to be fitted out forthwith. The *DECATUR*, launched a fortnight since in New York, is another of them, and was named in a similar way. This is the fifth sloop of war that has been launched from the same ways within a few years, viz: the *Boston*, *Falmouth*, *Warren*, *Cyane*, and *Marion*. A large concourse of spectators was present, who were unanimous in pronouncing it one of the most beautiful launches they ever witnessed. Not the slightest accident occurred.—*Boston Atlas*.

**THE LIFE BOAT.**—We are pleased to learn that Government has ordered one of Francis's Patent Life Boats for the cutter *Madison*, of this port, and that it has arrived the present week. The boat is about 20 feet in length. The manufacturer gives assurance that it may have a dead weight of 1,500 pounds of iron placed in her bottom, and as many men get in and about her as can—that all the plugs may be taken out, leaving her bottom open, and then if all the engines in Portsmouth should play into the boat at once, they could not get her below the surface. We have before us an engraving and extended description of the boat, with certificates from the best informed naval and maritime men, which may be seen by those who feel desirous of attaching one of these important appendages, which no ship should be without. In how many cases valuable lives of our townsmen might have been preserved by a life boat at hand, it is not for us to decide; the cause of humanity, however, demands attention.

The following extract is from a report made by Lt. Edmund de Challice, of the French steam frigate *Veloce*:

"During my visit at Washington, I was exceedingly interested in the examination of a 'Life Boat,' invented by Mr. Joseph Francis, an American boatwright. The beautiful system of simplicity with which Mr. F. has constructed this boat, will enable her to navigate amid the most boisterous surges without the least danger of capsizing. She may even be broken in a partial degree, and yet retain her buoyant qualities.

"In case of shipwreck, she is eminently qualified to save the crew of the ship. She may with great facility be sent off from the shore, where the coast is lined with dangerous rocks or shoals, in aid of vessels in distress, and render them great assistance by carrying out lines or warps in severe tempestuous weather. In short, to serve in all respects as a perfect *Life Boat*, insubmersible.

"After several experiments, I plunged the boat into the water, so as to fill her entirely, and the moment she was left at liberty she instantly rose upon the surface from her own impulsion; the water which she contained, making its escape rapidly from her sides. There are several openings in her which allow the water to run out, from which cause the boat always keeps her position above water, even

though she should be injured by a shot, or stove against a rock.

"Vainly did I endeavor to upset this boat by ca-reening her on one side until the water came in; the centre of gravity being so placed in this new construction, that the boat is always brought back to her natural position, the water constantly discharging itself with great facility.

"I am therefore of opinion that this is a most excellent boat, and that it would be very advantageous to every vessel to have at least one boat of this construction, which is as simple as elegant.

"Upon the whole, I am induced to think, that this invention of Mr. Francis's is calculated to afford the most important services to navigators of every country, and to all mankind."—*Portsmouth, N. H., Jour.*

**THE SAILORS' CAUSE.**—It is gratifying to witness the exertions now making among the humane and enlightened, in the sea ports of the United States, for the amelioration of the condition of the poor sailor. There is no class of persons to whom society is more indebted, and none for whom humanity has done so little. The neglect with which the seaman has been treated, so far as regards his mental and moral culture, is a disgrace to civilized Christian nations. We are glad to see, from recent proceedings, that New Orleans is resolved no longer to lie under this reproach. A society called the New Orleans Port Society, auxiliary to the American Seamen's Society, has been organized for some time in this city and in full operation. The celebration of its anniversary took place last Sabbath in the Church on Lafayette Square. The Hon. J. W. Breedlove, the Collector of our port, was called to the Chair, and presided during the progress of the meeting. After some preliminary proceedings, the report was read by the Chaplain and Secretary of the Society, Rev. Mr. Lewis. From the report, we learn that the labors of this benevolent institution have accomplished much good during the last twelve months. A reading room has been opened, where sailors attend in considerable numbers. A boarding house has been established on the temperance principle, where the honest Jack tar can find comfortable lodgings and good society; and thus avoid the besetting influences of the usual haunts of vice and dissipation. The happy effects of these efforts, are seen in the reformation of many, who were once the victims of intemperance and its kindred evils.

Reports were also read from other societies in the United States, showing beyond all question the practicability of ameliorating the condition of the seaman, and elevating him in the scale of civilization and moral dignity. In fact the result of the establishment of these societies has been every where, not only to afford the sailor a place of refuge from temptation; a home—but the means also of gaining admission into good and respectable society, where virtuous associations and influences operate to the reformation of his character. During the course of the exercises several addresses were delivered. Among the speakers none excited more interest than the Honorable Mr. Buckingham, the celebrated Oriental Traveller. He opened his remarks by justly claiming to be heard in behalf of sailors—since he was of the fraternity—"cradled on the billows"—he had passed his youth among them—had made the sailor's life his profession—(the Hon. gentleman, we understand, has held a distinguished rank in the Royal Navy.) He bore testimony to the chivalry and virtues of their character. He commented on the merits they possess as the pioneers in discovery of new countries—as the bold spirits that opened the way and penetrated the way to a new World—that science and commerce, security from foreign invasion, the enjoyment of luxuries at home, and other countless benefits, are the products of their energy, skill and toil. The Hon. gentleman's remarks, and the

plans he proposed, excited so great an interest, that it was deemed proper and advisable to give another opportunity to the public of hearing them, and operating upon measures for the advancement of the cause. The meeting was therefore adjourned till tomorrow evening, at the same place, at 7½ P. M.—*New Orleans Commercial Bulletin.*

**AMERICAN SAILORS IN THE ENGLISH NAVY.**—It is a fact well known to many of our officers, that a large portion of the seamen in the English navy are now composed of Americans; and this disposition to sail under the British flag is more infectious among our tars at present than ever. As a recent evidence of this, more than forty of the crew, who were discharged from the frigate United States in this port, have since re-shipped in Liverpool for the British service. We cannot account for this, except that the Admiralty have offered the greatest encouragement to sailors entering their service. During the wars of the Continent, when it became necessary to keep the whole navy of Great Britain at sea, no means was left unspared to entrap sailors in the service, and every temptation was thrown in their way, to keep them quiet in their state of dependence. But the evil consequences arising from this system of coercion, have caused a great change in the mode of treatment; salutary laws, making it compulsory upon captains of vessels to give liberty to their men at stated periods, and doing away with corporal punishment, except by trial of drum-head court martials (technically called) and various others, have had a wonderful effect in dissipating the unpopularity of that service.

We are of the opinion, too, without reference to the importance of many beneficial laws, made for the encouragement of seamen, that the English service holds out much the most lucrative situation. In our service a seaman receives twelve dollars monthly wages, with no small stores allowed, whereas, in the British service, a seaman's wages are £2 10s., with small stores, amounting to fourteen or fifteen dollars per month, and clothes furnished at a much less expense than in ours. This difference is owing to the bill for the payment of our seamen having passed Congress as far back as 1798 being graduated by the standard for labor at that time; and since this, though the value of labor has so much increased, nothing has been done. It is to be hoped that this Government will take this subject into consideration, and make some legislative provision for the protection of a class of men who, from their hardships and sufferings, are entitled to more sympathy than any other persons in the world.—*Boston Atlas.*

**STEAM SHIPS OF WAR.**—While our Government, by their Commissioners, are engaged in devising plans for the best construction of steam ships of war, three of which are directed to be built, the following extract which we have been allowed to make from a letter of Junius Smith, Esq., now of England, to his friend in this city, will, we trust, be both acceptable and useful. Mr. Smith is well known as one of the principal authors of the late successful enterprise of Atlantic steam navigation.—*N. Y. Jour. Com.*

—  
"LONDON, March 11, 1839.

"I send you by this opportunity the debates in Parliament upon the navy estimates. Your attention will be directed more particularly to Mr. Charles Wood's speech, because as Secretary of the Admiralty he speaks officially.

"You will notice that the present English steam navy, exclusive of steam packets, consists of 36 vessels, from 140 to 300 horse power. In 1839 eight are to be built. You will notice that these ships not only increase numerically, but in size also—offering evidence most conclusive of the gradual peep of day light upon the departments of Government. I cannot say

whether the Government of the United States will follow this example, but I know they ought not. Next to the fault of having no steam ships of war at all, is that of building little cock boats, and depending upon their number to master steam ships of war of 5 or 600 horse power, and capable of carrying a proportionably large armament. If I do not over-estimate the sagacity of my countrymen, they will not be decoyed into false position, but they will show their superiority in the superiority of their ships. It is better, and safer too, to have fewer in number and greater in force, than less in force and greater in number."

We understand that the dimensions of two of the steamboats about to be built by our Government, are agreed on, and that they are to be about 220 feet long, by 42 feet beam; that the engines of one of them are to have a stroke of 8 feet—the other of 10 feet. A friend, who is as competent to judge correctly in such matters as any other in the country, thinks the engines ought to have 14 feet stroke; and the hulls greater length in proportion to the breadth of beam. He wants our steam-ships of war should as far exceed those of foreign steam ships in speed, as our passenger steamboats do those of other nations. And he says there is no sort of difficulty in effecting it. He is not fond of too much imitation of foreign models.

—  
*From the Boston Atlas.*

**ATLANTIC STORMS.**—The phenomena of storms are attracting from the scientific world considerable attention. Very important developments of the laws which govern their progress and character have lately been made, especially by Mr. William C. Redfield, of New York. The results of this gentleman's investigations, as published in a late volume of Silliman's well known American Journal of Science and Arts, have been noticed with the most flattering commendations in the principal scientific journals in England, and by various learned societies beyond the Atlantic. This adds another item to the credit of philosophic mind in America.

By comparing numerous data, Mr. Redfield has traced both the form and the progress of several storms which have lately agitated the bosom of the old Atlantic. Their form is that of a great whirlwind of hundreds of miles in circuit. This whirl moves round its centre in a direction opposite to the sun's apparent motion, and the centre, together with the whole body of the whirl, has a progressive motion onward toward the west and north in one vast curve.

This curve Mr. R. has traced from a region in the Eastern Atlantic, toward the coast of Africa and a few degrees north of the equator, thence at first nearly west, but veering constantly more and more to the north as it approaches the American coast, until it arrives opposite New England, whence its course is nearly north; and in its farther progress it is still more towards the east.

It is by no means yet certain that these characters belong to all the Atlantic storms. The results, however, already obtained, may be of vast importance to the interests of navigation, and thereby to the world generally.

To aid farther investigations in relation to this interesting subject, an insertion of the following notice is requested:

**TO SHIP OWNERS, SHIP AGENTS, &c. &c.**—Any persons having possession of any ship's log book, kept on any part of the Atlantic Ocean, (especially if north of the equator,) from the twentieth (20th) of December, 1836, to the end of the year, 1836,—will confer a favor by immediately leaving such log book, or log books for a few days with William Hales Esq., at No. 83, State street, Boston—to be examined for a scientific purpose.

## NAVY REGISTER.

Lieutenants.	DUTY OR STATION.
Charles H. McBlair,	Rec'g ship, Baltimore.
James M. Watson,	Rendezvous, Philadelphia.
John W. Turk,	Frigate Columbia.
Junius J. Boyle,	Packet schr. Woodbury.
William E. Hunt,	West India squadron.
Gurden C. Ashton,	Waiting orders.
Robert L. Browning,	Ohio 74.
Jona. D. Ferris,	On leave.
A. B. Fairfax,	Waiting orders.
Neil M. Howison,	Navy Yard, Pensacola.
William B. Lync,	Sloop Falmouth.
Peter Turner,	Frigate Constitution.
John A. Davis,	Waiting orders.
Henry K. Thatcher,	Waiting orders.
James H. Rowan,	Navy Yard, New York.
Samuel E. Munn,	Under orders to the Warren.
William H. Noland,	Waiting orders.
William D. Porter,	Waiting orders.
William McBlair,	Ship Independence.
George M. Hooe,	West India squadron.
John S. Missour,	Ohio 74.
James Noble,	On leave.
Richard L. Page,	On leave.
Frederick Chatard,	Coast of Brazil.
Gab'l G. Williamson,	Schr. Grampus.
Benj. J. Totten,	Waiting orders.
Owen Burns,	Sloop Falmouth.
Harry Ingersoll,	Com'g schr. Enterprise.
Alex. H. Marbury,	Waiting orders.
H. M. Houston,	On leave.
Charles G. Hunter,	Waiting orders.
Arthur Sinclair,	West India squadron.
Edwin W. Moore,	Attached to the sloop Boston.
Robert B. Hitchcock,	Sloop Cyane.
C. H. A. H. Kennedy,	Steam ship Fulton.
Thomas W. Brent,	On leave.
George M. Bache,	Waiting orders.
Joseph Lannan,	Sloop Warren.
John W. Cox,	Ohio, 74.
John K. Mitchell,	On leave.
Thomas Turner,	Frigate Columbia.
Henry Moore,	Waiting orders.
Charles H. Poor,	Ship Independence.
Jas. Findlay Schenck,	Waiting orders.
John B. Cutting,	Sloop Lexington.
Lewis G. Keith,	Sloop Falmouth.
Matthew F. Maury,	Steamboat Engineer, on surveying duty.
Timothy A. Hunt,	North Carolina, 74.
Sylvanus Wm. Godon,	On leave.
James S. Palmer,	Frigate Columbia.
Wm. Radford,	On leave.
Samuel F. Hazard,	Sloop Cyane.
John M. Berrien,	Sloop Natchez.
George A. Prentiss,	Rec'g ship Boston.
John C. Sharpe,	Frigate Macedonian.
John C. Carter,	Sloop Levant.
George Hurst,	Schr. Shark.
Alfred Taylor,	Ohio, 74.
Samuel Phillips Lee,	Exploring Expedition.
John P. Gillis,	Sloop Falmouth.
Joseph W. Jarvis,	Frigate Columbia.
Simon B. Bissell,	Sloop Warren.
Samuel Swartwout,	Rec'g ship, New York.
John J. Glasson,	Sloop Lexington.
Raphael Semmes, jr.,	Norfolk Yard.
James F. Miller,	Sloop Cyane.
James P. McKinstry,	Waiting orders.
Wm. A. Wurts,	Schr. Shark.
Henry A. Steele,	Sloop St. Louis.
John M. Gardner,	Waiting orders.
Spencer C. Gist,	Sloop Vandalia.
Charles Heywood,	On leave.
Alexander C. Maury,	Sloop Natchez.
Oliver S. Glisson,	Sloop Fairfield.
John A. Dahlgren,	On leave.
Stephen C. Rowan,	Coast Survey.
Edward R. Thoinson,	Sloop John Adams.
J. T. McDonough,	Waiting orders.
Guert Gansevoort,	Ohio, 74.
William Lambert,	Sloop Natchez.
Robert Handy,	Navy Yard, Boston.
Henry Darcantel,	On leave.
Burritt Shepard,	Sloop Lexington.
Charles Green,	Waiting orders.

E. Lloyd Handy,	Coast of Brazil.
McLancton Smith,	On leave.
Francis Huger,	Brig Dolphin.
William C. Chaplin,	Sloop Lexington.
Cicero Price,	Steamer Fulton.
Alberto Griffith,	Coast Survey.
John R. Goldsborough,	On leave.
Charles S. Boggs,	North Carolina, 74.
A. H. Kilty,	Sloop John Adams.
William Chandler,	On leave.
John A. Russ,	Sloop Levant.
Theodore P. Green,	Ship Independence.
John R. Tucker,	Sloop Warren.
Richard W. Mende,	Coast Survey.
Thomas J. Page,	Coast Survey.
George Minor,	Sloop John Adams.
Percival Drayton,	Waiting orders.
William Preston Griffin,	On leave.
Oliver Tod,	Coast Survey.
Robert F. Pinkney,	Exploring Expedition.
Thomas R. Rootes,	Coast of Brazil.
Edward M. Yard,	Sloop Levant.
John T. McLaughlin,	Com'g schr. Wave—co-operating with the army in Florida.
James M. Gilliss,	In charge of Depot of Charts.
Alexander Gibson,	Navy Yard, New York.
William S. Young,	Coast Survey.
Wm. W. Blecker,	Brig Dolphin.
Joseph F. Green,	Sloop Erie.
Algernon S. Worth,	Sloop Boston.
Zach. Hollnad,	Frigate Macedonian.
John DeCamp,	Rec'g ship, Boston.
Bushrod W. Hunter,	On leave.
Wm. J. H. Robertson,	West India squadron.
M. G. L. Claiborne,	Exploring Expedition.
Charles W. Pickering,	On leave.
Overton Carr,	Exploring Expedition.
Wm. B. Ludlow,	West India squadron.
Lothar Stoddard,	Schr. Experiment, sur'v duty.
Wm. M. Walker,	Exploring Expedition.
George R. Gray,	Sloop St. Louis.
John Weems,	Schr. Boxer.
Charles S. Ridgely,	Sloop Boston.
Robert E. Johnson,	Exploring Expedition.

## ARMY REGISTER.

## FIRST REGIMENT OF DRAGOONS.

Colonel.	DUTY OR STATION.
S. W. Kearny,	Com'g reg't. H. Q. Fort Leavenworth [worth
Lieutenant Colonel.	
R. B. Mason,	Under orders to Fort Wayne
Major.	
Clifton Wharton,	Fort Leavenworth
Captains.	
E. V. Sumner,	Sup'g dragoon Rec'g service, Carlisle, Pa.
Eustace Trenor,	Fort Gibson
N. Boone,	Fort Leavenworth
P. St. G. Cooke,	On leave
I. P. Simanton,	Carlisle Barracks
Thomas Swords,	Fort Leavenworth, A. Q. M.
B. D. Moore,	Fort Leavenworth
James Allen,	Fort Leavenworth
J. H. K. Burgwin,	Fort Gibson
J. S. Van Derveer,	Fort Gibson
First Lieutenants.	
E. Steen,	Fort Leavenworth
B. A. Terrett,	A. Q. M., Fort Jessup, Lou.
W. Eastis,	Fort Leavenworth
L. B. Northrop,	Fort Gibson
J. M. Bowman,	Fort Gibson
H. S. Turner,	A. D. C. to Gen Atkinson, St. Louis
A. R. Johnston,	Fort Leavenworth
P. R. Thompson,	Adjutant—Fort Leavenworth
W. N. Grier,	Conducting recruits to Ft Gibson
Richard West, Jr.	On Recruiting service
Fayette Robinson,	Fort Gibson
Second Lieutenants.	
Philip Kearny,	Fort Leavenworth
Levi P. Davidson,	Fort Leavenworth
R. H. Chilton,	Fort Leavenworth
Thomas McCrate,	Fort Leavenworth
William Bowman,	Fort Leavenworth
D. H. Rueker,	Fort Leavenworth
Andrew J. Smith,	On Rec'g service at Carlisle Bar's
Charles F. Ruff,	On Rec'g service at Carlisle Bar's



## SECOND REGIMENT OF DRAGOONS.

<i>Colonel.</i>	
David E. Twiggs,	On leave
<i>Lieutenant Colonel.</i>	
Wm. S. Harney,	Com'g regiment, H. Q.
<i>Major.</i>	
T. T. Fauntleroy,	Florida
<i>Captains.</i>	
James A. Ashby,	Florida
Henry W. Fowler,	Florida
B. L. Beall,	Recruiting at Baltimore
Edward S. Winder,	On leave
Wm. M. Fulton,	Florida
Lloyd J. Beall,	Recruiting at New York
Thomas S. Bryant,	Florida
Townsend Dade,	Florida
E. D. Bullock,	Florida
M. S. Howe,	Florida
<i>First Lieutenants.</i>	
G. A. H. Blake,	Florida
Alex. S. Macomb,	A. D. C. to Maj. Gen. Macomb
Croghan Ker,	Florida
S. B. Thornton,	Recruiting service, New Orleans
Charles A. May,	Under orders for Rec'g service
N. W. Hunter,	Florida
R. B. La-ton,	Florida
Nathan Darling,	Florida
Wm. Hardia,	Florida
L. P. Graham,	Florida
<i>Second Lieutenants.</i>	
Wm. J. Hardee,	Florida
H. W. Merrill,	Florida
Owen P. Ransom,	Florida
Henry H. Sibley,	Florida
Ripley A. Arnold,	Florida
Z. M. P. Inge,	Florida
R. C. Asheton,	Adjutant—Florida
W. J. Newton,	Florida
W. H. Saunders,	Florida

## ARMY.

## OFFICIAL.

**GEN. ORDERS.** } ADJUTANT GENERAL'S OFFICE,  
No. 27. } Washington, April 30, 1839.

I. Pursuant to General Regulations, Brevet Majors Erving, of the 4th artillery, and Lear, of the 4th infantry, each the senior Captain on duty with his regiment, are assigned to duty, according to their brevet rank; the former, during the absence of the Colonel on other duty, to take effect from the arrival of the 4th artillery at Fort Columbus; the latter, during the absence of the Lieut. Colonel on leave, to take effect the 4th of March, 1839.

II. The Resignations of the following named officers have been accepted by the President, to take effect at the dates set opposite to their respective names:

Bvt. Captain H. S. Turner, 1st dragoons, as Assistant Adjutant General, 16th April, 1839.

Captain J. M. Washington, 4th artillery, as Assistant Quartermaster, 11th April, 1839.

Second Lieut. T. W. Thompson, 2d dragoons, 30th April, 1839.

Capt. St. Clair Denny, 8th infantry, 30th April, 1839.

BY ORDER OF MAJOR GEN. MACOMB:

L. THOMAS, *Ass't Adj't. Gen.*

## SPECIAL ORDERS.

No. 27, April 27—Lt. Col. Mason, 1st dragoons, with the four companies of his regiment, now stationed at Fort Gibson, to take post on the ground selected for the erection of the new work, (Fort Wayne) to be established on the little Illinois river.

No. 28, April 30—Surgeon Tripler relieved from serving as a member of the Medical Board, ordered to convene at New York, on the 15th May, 1839; and Sur. Heiskell to supply his place.

MOVEMENTS OF RECRUITS—A detachment of 234 men (dragoons and infantry) left New York on the 25th April, for New Orleans, in the ship Yazoo, destined as follows:

For the 3d infantry, at Fort Smith,	82
4th infantry, at Fort Gibson,	62
1st dragoons, do	90

—234—

Officers: Captain J. R. Smith, 2d infy., Lieut. W. N.

Grier, 1st drags., and Asst. Sur J. M. Cuyler. After performing this duty, Capt. Smith and Lieut. Grier will join their respective companies, and Dr. Cuyler will report for duty at Garey's Ferry.

The detachment of recruits under Capt. De Hart, 3d arty., reached Fort Gibson on the 29th March.

## ORDNANCE DEPARTMENT.

Col. Bomford being on a tour of duty, inspecting the various forts, the Department is at present under charge of Lieut. Col. Talcott.

## NAVY.

## ORDERS.

April 24—Mid. C. R. P. Rodgers, Naval school N. York.

26—Gunner E. W. Disney, frigate Macedonian.

27—Lieut. Franklin Buchanan, flag lieutenant, Pacific squadron.

Lt. G. N. Hollins, command of Rec'g vessel, Balto.

Lt. W. M. Glendy, Rendezvous, Baltimore.

Lt. R. A. Jones and P. Mid. T. T. Hunter, temporary duty at Rendezvous, Baltimore.

Purser N. Wilson, Navy Yard, Portsmouth, in place of Purser John A. Bates, ordered to the sloop St. Louis.

P. Mid. R. S. Trapier, surveying duty under Lieut. Glynn, vice T. M. Brasher, relieved on account of bad health.

29—Capt. C. W. Skinner, command of Receiving ship at Norfolk, vice Lieut. W. M. Armstrong, relieved; the latter having served three years on that duty.

30—P. Mid. Levin Handy, acting master steamer Poinsett.

Mid. M. C. Watkins, steamer Poinsett.

## APPOINTMENT.

April 26—Edward W. Disney, acting Gunner.

## U. S. VESSELS OF WAR REPORTED.

BRAZIL SQUADRON—At Montevideo, Feb. 19, ship Independence, Commo. Nicolson, recently from Rio; ship Fairfield, Lieut. Com'dt Mackenzie, for Buenos Ayres next day; brig Dolphin, Lieut. Com'dt Purviance. The latter will sail for the United States on the 1st March, under the command of Lieut. Com'dt Mackenzie, to convey to the United States, several scames of the squadron, whose terms of service have expired. Lieut. Purviance takes command of the Fairfield "pro tem."

The Independence and Dolphin were at Montevideo, and the Fairfield at Buenos Ayres, on the 5th March.

WEST INDIA SQUADRON—Ship Warren, Commander Spencer, from Norfolk, touched at St. Iago de Cuba, on the 5th April, and proceeded to Pensacola—all well.

The schr. Grampus, Lt. Com'dt J. S. Paine, is preparing at Norfolk for another cruise in the West Indies.

Packet brig Consort, Lieut. Com'dt Garduer, at New Orleans, April 20, with \$234,000 in specie—bound to New York.

Schr. Wave, Lt. Com'dt McLaughlin, at St. Augustine, April 8, from Key West and a cruise. Officers: J. T. McLaughlin, Lt. Commandant John Contee, Jr., R. C. Cogdell, C. R. Howard, acting Lieutenants, E. C. Z. Judson, Midshipman, H. D. Taliaferro, Asst. Surgeon. J. W. Marshall, Captain's Clerk.

The Revenue Cutter Gallatin, Captain Nones, anchored off the Philadelphia navy yard on Friday afternoon, and fired a salute of thirteen guns, which was returned from the yard. The cutter is to be repaired on the Marine Railway.

## MARRIAGES.

On the evening of the 22d ult., at St. Paul's Church, Buffalo, N. Y., by the Rev. Dr. SHELTON, Lieut. JAS. H. SIMPSON, of the U. S. Topographical Engineers, to JANE ELIZABETH, daughter of Commander STEPHEN CHAMPLIN, U. S. navy.

In Brooklyn, N. Y., on the 24th ult., JOHN B. RANDOLPH, U. S. navy, to ELIZABETH C., youngest daughter of JAMES T. SMITH, of Brooklyn.

On the 17th ult., at the residence of LOUIS BRADING, Esq., (Surveyor General of the State of Louisiana), by the Rev. Mr. CLAPP, Major General E. P. GAINES, of the U. S. army, to Mrs. MYRA CLARK WHITNEY, only daughter of DANIEL CLARK, Esq., of New Orleans.

# ARMY AND NAVY CHRONICLE.

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VOL. VIII.—No. 19.]

WASHINGTON, THURSDAY, MAY 9, 1839.

[WHOLE No. 227.]

## MISCELLANY.

### ENLISTMENT OF SOLDIERS IN THE ARMY.

*Reported for the Baltimore Post and Transcript.  
IN BALTIMORE CITY COURT.*

SATURDAY SESSION, April 6, 1839.

Present, Alexander Nisbet, W. G. D. Worthington, Associate Justices.

William Crawford } Petition for Habeas Corpus to re-  
lease Wm. Humphreys from the  
Lt. Wm. Chapman, } service of the U. S. army.  
To the honorable Alexander Nisbet, one of the Judges  
of Baltimore City Court.

The petition of William Crawford most respectfully represents that William Humphreys, his nephew and a minor, has been enlisted for service in the army of the United States; and is now, in opposition to the will of the said William Humphreys, and the will and consent of him the said petitioner, illegally detained by Lieut. William Chapman of the United States army. Wherefore your petitioner most respectfully prays that a writ of Habeas Corpus may issue, requiring the said Lieutenant William Chapman, at a stated time and place, to produce before your honor the said William Humphreys, then and there to be discharged and set at liberty, unless cause to the contrary be shown; and your petitioner, as in duty bound, will ever pray, &c.

WM. P. PRESTON,  
Counsel for Petitioner.

The facts in the above are sworn to by William Crawford, before Henry W. Gray, a Justice of the Peace.

Accordingly his honor directed the Clerk to issue the writ, which is done, commanding said Chapman, to produce the body of said Humphreys in Court, to abide the judgment of the Court.

And said Chapman files in Court the following answer, per the U. S. District Attorney.

To the honorable Judges of Baltimore City Court.  
The answer of Lieut. Wm. Chapman to the petition for a Habeas Corpus on behalf of Wm. Humphreys, represents that the said Humphreys was enlisted by Capt. D. S. Miles as a private soldier in the service of the United States, and he took the oath required by law, and has been in that service since the 21st September last; that he was always perfectly satisfied with his situation, and received large sums of money for his wages, until he has been ill advised lately; but whether he is under 21 years of age or not, this respondent does not know of his own knowledge; that he has, as this respondent has heard and believes, neither father or mother, sister or brother, nor any other relations in this country.

Wherefore he prays that his petition, which is irregularly presented by a party having no authority to present it, may be dismissed.

NATHANIEL WILLIAMS,  
for Respondent.

The following transcript from the record of enlistment at the rendezvous, is produced in Court.

"Wm. Humphreys, enlisted at Baltimore by Capt. D. S. Miles, on the 21st Sept., 1835; was 18 years; 5 feet 4-4 inches high; has blue eyes, light hair, and light complexion, and by profession a clerk."

From the official description book.

WM. CHAPMAN, Lt. U. S. army.

And also was produced in Court the instructions of the War Department to Recruiting officers, of which the following is an extract.

GENERAL } WAR DEPARTMENT,  
ORDERS, } ADJUTANT GENERAL'S OFFICE,  
No. 25. } Washington, July 20, 1838.

ART. VI. All free white male persons, above the age of 18 and under 35 years, being at least five feet five inches high, who are "effective, able bodied citizens of the Uni-

ted States," native or naturalized, sober, free from disease, and who understand the English language, may be enlisted.

By order: R. JONES, Adj't. Gen.

Mr. Williams remarked to the Court that William Humphreys had been regularly and fairly enlisted by Capt. Miles, had sworn allegiance to the United States, and received his pay, amounting to about forty dollars; was useful to the service in the capacity of clerk; was a great favorite with the officers; was kindly treated and well provided for, and has no relations to claim him; but he has lately met with bad company, who have given him bad advice.

Mr. Preston replied: he said the boy was enlisted contrary to law; he was not of lawful age; not of the lawful height; and he is not a citizen of the United States. The law requires the officers to enlist none but able bodied men, and states what should be their height and age, to explain the meaning of the term "able bodied men." And so far from the boy's having no relations, his two aunts were now in court, ready to testify in his behalf.

Mr. Williams observed he would give in evidence the boy's own declarations that he had no relations, which he averred at the time he enlisted.

Mr. Preston called the witnesses.

Mrs. Crawford.—Witness knows Wm. Humphreys; she is his aunt; she nursed him before she was married; she was married 17 years ago upon the 16th day of April; Humphreys is her sister's child; he was born in Scotland; his mother came to Ireland where she nursed him. Humphreys came to this country last August, and was enlisted while he was employed at McLaughlin's tavern, where he may have met with those who enlisted him; she has not seen him since he was nine months old, but knows him from his likeness to his father; his mother is in Ireland, a poor woman with six orphan children; he came to this country to see his people, his friends. The object now is to get him released that he may return to his mother.

Mr. Williams said that one of her children is now well provided for; he is in an honorable service. But so far there was no proof, as it was impossible for the witness to identify the boy, as she had not seen him since he was a baby.

Mr. Preston replied, he had another witness who could identify him beyond a doubt. It was another Mrs. Crawford, it being singular that two brothers had married two sisters.

The other Mrs. Crawford is called.

Mrs. Crawford.—Witness says she too has nursed him; she has been about three years in this country, and saw him two months previous to her departure from Ireland; she saw him at Innisland, county of Fermanagh; she is his aunt; he is between 18 and 19 years old; his father was a policeman in Ireland.

Mr. Crawford.—Witness believes that Humphreys is his nephew; he saw him at the house of the father in law of witness in Ireland, when he (Humphreys) was a baby. Witness left Ireland in 1822, 17th April; Humphreys could not have been a year old when witness saw him in Ireland. Humphreys came to this country as a passenger, and landed at Boston; from which place he wrote to witness, saying he was short of money. Humphreys came to Baltimore and was employed at the lunch room of Barnum's hotel at the time he was enlisted. Witness received \$10 from Humphreys to pay for these proceedings in Court.

The sergeant of the rendezvous (William Bole) is now called to testify.

*The Sergeant.*—Witness says Humphreys came to the rendezvous and offered to enlist. He told Capt. Miles, (who was particular in questioning him) he had neither father, nor mother, nor guardian, nor master, and no relations, and that there was no person with legal right to control him on this side of the Atlantic; that he had come from the province of New Brunswick, and now sought the rendezvous to get a living. He came to the rendezvous on the 21st Sept., 1838; and being enlisted as a private, he took the oath and signed his name. When he signed his name, Capt. Miles remarked to him he wrote a good hand; and then promised him he would procure him employment as clerk to his company, provided his good conduct should merit it.

*The Court.*—Was the promise made before the enlistment or afterwards?

*The Sergeant.*—It was made after Humphreys had signed his name.

*The Court.*—Was it made to induce him to enlist?

*The Sergeant.*—He was already enlisted as a private. But Capt. Miles has been unable to perform his promise, as he has been promoted and ordered away to another station. Witness says Capt. Miles was very friendly towards Humphreys, and would have done any thing for him in his power.

Witness further says that Humphreys is well behaved; he deposited his money with witness for safe keeping; but as witness was not in a situation to pay him interest for it, he recommended him to deposit it in the Savings Bank, where he could receive interest. Humphreys departed, and when he returned, witness asked him for his bank book.

Humphreys replied he had no bank book.

Then, said witness, you have not put your money in bank; they always give a book when money is deposited; what have you done with your money?

Humphreys replied he had given it to his uncle!

Your uncle! exclaimed witness, why you told us you had no relations. Did you get a receipt for it?

No.]

Well, go back and get your money, or you may lose it.

Witness says that Humphreys was perfectly contented with his situation, and no complaint was made, nothing said about him till his money got into strange hands.

Mr. Preston said it was very proper in him to put his money in the hands of his uncle. And that Humphreys, being a minor, could not make a contract with the Government to enlist.

Mr. Williams remarked that there were principles at issue in this proceeding, of impotence to Government, now perhaps on the eve of war—principles that should not be surrendered. Here is the case of a party that has not been entrapped, but is fairly and properly enlisted into a service that is bound to protect him; a service from which, even if he be a minor, no one has a right to release him unless a legal friend, such as a father or mother, a guardian or master, being some one of paramount authority. Humphreys, in his own behalf, cannot himself apply for his release; because his application is contradictory to his own declarations. You have him, by his own showing, in a destitute situation, without a legal friend on this side of the Atlantic; and in this situation he must have the privilege of making a contract, or else how can he get a living?

Mr. Preston called the attention of the Court to a case similar, already decided by this tribunal; the case of Simms, wherein *habeas corpus* was directed to D. S. Miles, commanding him to bring the body of said Simms before the Chief Judge of this Court, who rendered the following decision endorsed upon the writ:

BALTIMORE, April 18, 1837.

From the most authentic testimony, I am satisfied that Wm. C. Simms, within mentioned, was, at the time of his enlistment, and still is, a minor under the age of

twenty-one years; and that he enlisted in the army of the United States, without the consent and against the will of his father, Wm. Simms; the said William C. Simms is therefore discharged from his said enlistment, and delivered over to his father. I think it proper to state, that from the size and appearance of said Wm. C. Simms, I should judge him to be at least twenty-five years old.

N. BRICE, Chief Judge  
Baltimore City Court.

Mr. Williams replied that the case of Simms was not parallel to that before the Court. Simms was released, and properly so, because he was claimed by his father, and he might have been released in like manner either to his mother or guardian, or master, being persons of paramount authority. But in the case of Humphreys, there is no person of paramount authority to claim him on this side of the Atlantic.

But, said Mr. Preston, the act of Congress passed in 1802, Chap. 269, section 11, expressly says "that no person under the age of 21 years shall be enlisted by any officer, or held in the service of the United States, without the consent of his parents, &c.," so that, unless the Government can show the consent of his parent, Humphreys is entitled to be discharged.

Mr. Williams replied that Mr. Preston's views of the law were utterly mistaken. In order to show the Court the true position of this affair, he would read the whole of the section referred to by Mr. Preston, in the act of 1802;

Sec. 11. And be it further enacted, That the commissioned officers who shall be employed in the recruiting service, to keep up, by voluntary enlistment, the corps as aforesaid, shall be entitled to receive, for every effective able bodied citizen of the United States who shall be enlisted by him for the term of 5 years, and mustered, of at least 5 feet 6 inches high, and between the ages of 18 and 35 years, the sum of two dollars. Provided, nevertheless, that this regulation, so far as respects the height and age of the recruit, shall not extend to musicians, or to those soldiers who may re-enlist into the service; and provided also that no person under the age of 21 years shall be enlisted by any officer, or held in the service of the United States without the consent of his parent, guardian, or master, first had and obtained, if any he have; and if any officer shall enlist any person contrary to the true intent and meaning of this act, for every such offence he shall forfeit and pay the amount of the bounty and clothing which the person so recruiting may have received from the public, to be deducted out of the pay and emoluments of such officer.

This is a clear case, said Mr. Williams; the law authorizes the enlistment of men of the age of 18 years; and it is in proof that Humphreys has reached that age. The law also sanctions the enlistment of a party under the age of 21 years, with the consent of parent, guardian, or master, if any he have; and it is in proof in this case that Humphreys has neither father nor mother, nor guardian, nor master, on this side of the Atlantic. It is hardly to be expected that the officers shall travel to the other side of the water to get the consent of the parent; that would be unreasonable. And whether the party enlisted be a citizen or not, it makes no difference, since there is nothing in the law to prohibit the enlistment of a foreigner; though the enlistment of such involves a penalty, which falls upon the officer; which penalty the Government alone may deduct from his pay and emoluments. The penalty is an affair which must be left to the action of the Government.

And whether the recruit be a foreigner or citizen, the question of release from the service is the same in either case; it being a legal presumption, that where a contract upon consideration paid, is made with the Government, no matter by whom, a release cannot obtain without the consent of Government. Besides, a later act of Congress, "an act to raise an additional military force," passed in 1812, chap. 337, makes no distinction between citizens and foreigners;

and in section 11, it embraces the general words, "every effective able bodied man who shall be duly enlisted for the term of five years, and mustered, (and between the ages of 18 and 45 years,) &c." And in every stage of the history of this case, there is a strict conformity on the part of the agents of Government with the directions of the law; even on the score of humanity there is nothing to censure. It is the case of a young man applying to the rendezvous for shelter; who represents himself to be destitute, and without friends; whose necessities are such, if his own tale is to be believed, that it will relieve his wants; it will protect him from the chances of a precarious world, to admit him into the service of the United States; always an honorable service, able and willing to furnish him with clothes, and food, and pay. You have him then in comfortable quarters; he is well treated because he is well behaved; he is useful to the service, and the service acknowledges it. You find him exactly in the position to be happy and contented. Why disturb him? The proof is that he is contented. Why suffer those, whose bad advice would render him dissatisfied with the service he has engaged to remain in, to wear him from his duty? They who claim him have no right to claim him; they are neither his father, his mother, his guardian, nor yet his master. Their pretensions to control him are not recognised by the law; and their ability to take care of him are not as great as that of the Government. To change his situation would be to cast him once more adrift, once more destitute, once more without a legal friend or protector; and therefore it is his interest to remain where he is, in an honorable service.

Mr. Preston rejoined. He said that the service of the United States was an honorable service; he had nothing to say to the contrary. But the object of this proceeding was to restore the boy to his mother, who, though in a distant country, would be glad of his return; for she is a poor woman, a widow, and probably has need of the presence and help of her son. And it would hardly be supposed that he (Mr. P.) would bring a case of this kind before the Court, without being satisfied that the boy was entitled to be released by the law of the land. He said this enlistment was contrary to the instructions of the War Department, which enjoined that only citizens of the United States may be enlisted.

Mr. Williams declared that the instructions of the Department, whatever they might be, were not to guide the judgment of the Court. The law of the land is superior to any instructions given by the Department. The Court must be governed by the law, and the law alone. Even the last act of Congress upon the subject, passed in 1833, makes no distinction between natives, and foreigners naturalized or not naturalized. No doubt the Government would prefer the enlistment of *citizens*, technically speaking, and has framed its instructions to the recruiting officer accordingly. But the instructions contain no word that is *prohibitory* of the enlistment of foreigners; and wisely so, because experience has proved to the Government that it would be impossible to fill the ranks of the army without the enlistment of foreigners.

Mr. Preston said he was not yet satisfied that it was in the power of the Government to retain the services of the boy, Humphreys. Effective able bodied men alone are to be enlisted; and the law requires them to be of a certain height, (of the height of five feet six inches) to constitute them effective and able bodied. And although the Government, in its instructions to the recruiting officers, authorizes the enlistment of men of five feet five inches high, being less than the height expressed in the law; yet inasmuch as it appears by the enlistment book that the height of the boy is only five feet four inches and one quarter of an inch; it was evident that

Humphreys was entitled to his liberty by *three quarters* of an inch, even by the instructions.

Mr. Williams remarked that Mr. Preston was again mistaken. He called the attention of the Court to the following section of the law of 1833, chap. 162, approved by the President, July 8th:

Sec. 30. *And be it enacted*, That so much of the 11th section of the act of 16th March, 1802, and so much of the 5th section of the act of 12th April, 1803, as fix the height of enlisted men at five feet six inches, be, and the same are hereby, repealed.

*The Court.*—We claim a little time to examine this question; we wish to reflect upon what extent it is the privilege of a minor to make a contract. The parties will return to Court next Saturday; meanwhile Humphreys will remain at the rendezvous.

SATURDAY, April 13, 1839.

The Court to-day decided that Humphreys was lawfully enlisted, and it was not proper for the Court to discharge him from the service. The reporter coming into court as the Judge was concluding the decision, heard no more of it than that "Great Britain has never surrendered her claims to her subjects who renounce her allegiance; so that, apart from the comity of nations, she would probably pay no more respect to the position of naturalized persons in our service than to those who are not naturalized. Between these two classes there is no advantage for either, that is conceded by the mutual understanding of the two Governments."

REMARK.—A minor has always a right to contract for the necessities of life. Humanity makes this a principle of law. It is provided in the express words of the law that a party over 18 years of age may be enlisted; and from the beginning of the Republic to the present moment, it has been the uninterrupted practice of the Government to admit foreigners into the U. S. army, and to afford them the same protection, to give them the same pay, the same food, and the same clothes that citizens receive. And in the case of Humphreys, he having no person in this country of paramount authority to protect or restrain him, he would have had the right to bind himself as apprentice to a trade, upon the same principle as he has the right to learn the profession of a soldier, or to any other thing that will procure him bread and meat.

LECTURE ON WAR. BY WILLIAM ELLERY CHANNING. BOSTON: Dutton & Wentworth.—It is to us a cause for regret that we cannot transfer to our columns the whole Lecture of Doct. Channing on a subject so important as the relations of Peace and War. The indiscreet avidity with which warlike motives have been sought for, the general desire to imbrue our hands in the blood of our fellows, by entering upon a contest without reflection, echoing the war-cry of questionable morality—Our country, right or wrong!—calls for the effusions of some calm spirit which, like oil upon the troubled waters, may soothe us into propriety, and into firmness too, for noise is not the companion of dignified decision.

The Lecture before us was delivered a year ago, and is now reprinted, with a Preface, which is so apposite to the occasion, and so called for by circumstances, that we give it entire.—*N. Y. American.*

PREFACE.—This lecture was delivered in the beginning of the last year. It was prepared with a distinct knowledge of the little interest taken in the subject by the people at large, and was prepared on that very account. It is now published, in consequence of fresh proofs of the insensibility of the mass of this community to the crimes and miseries of war. For a few weeks this calamity has been brought distinctly before us; we have been driven by one of the States into a hostile position towards a great European power; and the manner in which the subject has

been treated in and out of Congress, is a sad proof of the very general want of Christian and philanthropic views of the subject, as well as of strange blindness to our national and individual well-being. One would think that the suggestion of a war with England would call forth one strong general burst of opposing feelings. Can a more calamitous event, with the exception of civil war, be imagined? What other nation can do us equal harm? With what other nation do we hold equally profitable connections? To what other are we bound by such strong and generous ties? We are of one blood; we speak one language; we have a common religion; we have the noble bond of free institutions; and to these two countries, above all others, is the cause of freedom on earth entrusted by Providence. A war with England would, to a great extent, sweep our ships from the seas, cut off our intercourse with the world, shut up our great staples, paralyze the spirit of internal improvement, and smite with languor, if not death, our boldest enterprises. It would turn to the destruction of our fellow-creatures vast resources which are now working out for us unparalleled prosperity. It would load us with taxes and public debts, and breed internal discontents, with which a free Government contends at fearful odds in the midst of war. Instead of covering the ocean with the sails of a beneficent commerce, we should scour it with privateers, that is, as legalized pirates. Our great cities would be threatened with invasion; and the din of industry in the streets of this metropolis would be stilled. And all this would come upon us at a moment when the country is pressing forward to wealth, greatness, and every kind of improvement, with an impulse, a free joyous activity, which has no parallel in the history of the world. And these immense sacrifices are to be made for a tract of wild land, perhaps not worth the money which it has cost us within a few weeks past, if we take into the account the expenses of Maine, and the losses which the whole country has suffered by interruption of trade.

But this is not all. We are not to suffer alone. We should inflict, in such a war, deep wounds on England, not only on her armed bands, on her rich merchants, on her wide-spread interests, but on vast numbers of her poor population, who owe subsistence to the employment furnished by the friendly intercourse of the two countries. Thousands and ten thousands of her laborers would be reduced to want and misery. Nor would it be any mitigation of these evils to a man of humanity, that we were at war with the Government of England.

And this is not all. A war between these countries would be felt through the whole civilized world. The present bears no resemblance to those half-barbarous ages, when nations stood apart, frowning one on another in sullen independence. Commerce is binding all nations together; and of this golden chain England and America are the chief links. The relations between these countries cannot become hostile without deranging, more or less, the intercourse of all other communities, and bringing evils on the whole christian world.

Nor is this all. War can hardly spring up between two great countries without extending beyond them. This fire naturally spreads. The peace of nations is preserved by a kind of miracle. The addition of a new cause of conflict is always to be dreaded; but never more than at this moment, when communities are slowly adjusting themselves to a new order of things. All nations may be drawn into the conflict, which we may thoughtlessly begin; and if so, we shall have to answer for wide and prolonged slaughters, from which we should recoil with horror, could they be brought plainly before our eyes.

And these evils would be brought on the world at a moment of singular interest and promise to society; after an unparalleled duration of peace; when a higher civilization seems to be dawning on Christendom,

when nations are every where waking up to develop their own resources: when the conquests of industry, art, and science are taking the place of those of war; when new facilities of intercourse are bringing countries from their old unsocial distance into neighborhood; and when the greatest of all social revolutions is going on, that is, the elevation of the middling and laboring classes of the multitude to the human race. To throw the fire-brand of war among the nations at this period, would be treason against humanity and civilization, as foul as was ever perpetrated. The nation which does this must answer to God and to society for every criminal resistance to the progress of the race. Every year, every day of peace is a gain to mankind, for it adds some strength to the cords which are drawing the nations together. And yet, in the face of all these motives to peace, we have made light of the present danger. How few of us seem to have felt the infinite interests, which a war would put in jeopardy? Many have talked of national honor, as duellists talk of their reputation; a few have made use of language worthy of a mob making a ring to see a fight. Hardly any where has a tone worthy of the solemnity of the subject been uttered. National honor! This has been on our lips, as if the true honor of a nation did not consist in earnest, patient efforts for peace, not only for its own sake, but for the sake of humanity; as if this great country, after a long history which has borne witness to its prowess, needed to rush to battle to prove itself no coward! Are we still in the infancy of civilization? Has Christianity no power over us? Can a people never learn the magnanimity of sacrifices to peace and humanity? I am indeed aware, that the vast majority of the community would shrink from this war, were it to come nearer. But had we feelings and principles worthy of men and christians, should we wait for the evil to stand at our door, before waking up to the use of every means for averting it?

A great addition to the painfulness of our situation is found in the manner in which we have been forced into it. One State out of the twenty-six has, by its rashness, exposed us to the greatest calamities.—Maine, by sending an armed force, without warning, into the disputed territory, necessarily awakened in the neighboring British Province an alarm, which would have been wholly prevented by friendly consultation with its Governor; and in the next place, this State, by declining or neglecting to acquiesce in the arrangement of the national executive with the British Minister, virtually took our foreign relations into her own hands, and assumed a power more dangerous to the peace of the country, than any other which can be imagined. We have heard of the "right" of a State to nullify the laws of Congress, and to secede from the Union. But to some of us these are less formidable than the "right" of each State to involve us in a foreign war. The assumption of such a power is a flagrant violation of the fundamental principle, and a rejection of one of the chief benefits, of the confederacy. Better surrender to an enemy many disputed territories, than cede this right to a State. Ill starred indeed must be this Union, if any one of its members may commit all the rest to hostilities. The General Government has at this moment a solemn duty to discharge, one requiring the calm, invincible firmness of Washington, or the iron will of the late President of the United States. It must not, by a suicidal weakness, surrender the management of our foreign relations to a single State.

And here I am bound to express my gratitude to the present Chief Magistrate of the Union, for his temperate and wise efforts for the preservation of peace. He will feel, I trust, that there is a truer glory in saving a country from war, than in winning a hundred battles. Much also is due to the beneficent influence of General Scott. To this distinguished man belongs the rare honor of uniting with military

energy and daring, the spirit of a philanthropist. His exploits in the field, which placed him in the first rank of our soldiers, have been obscured by the purer and more lasting glory of a Pacifist, and of a friend of mankind. In the whole history of the intercourse of civilized with barbarous or half-civilized communities, we doubt whether a brighter page can be found than that which records his agency in the removal of the Cherokees. As far as the wrongs done to this race can be atoned for, General Scott has made the expiation. In his recent mission to the disturbed borders of our country, he has succeeded, not so much by policy, as by the nobleness and generosity of his character, by moral influences, by the earnest conviction with which he has enforced on all with whom he had to do the obligations of patriotism, justice, humanity, and religion. It would not be easy to find among us a man who has won a purer fame; and I am happy to offer this tribute, because I would do something, no matter how little, to hasten the time when the spirit of Christian humanity shall be accounted an essential attribute, and the brightest ornament in a public man.

I close this preface with a topic, which ought not to be set aside as an unmeaning common-place. We have Christians among us not a few. Have they been true to themselves and their religion in the present agitation of the question of war? Have they spoken with strength and decision? Have they said, We will take no part in a rash, passionate, unnecessary war? Or have they sat still, and left the counties to parties and politicians? Will they always consent to be the passive tools of the ambitious or designing? Is the time never to come, when they will plant themselves on their religion, and resolve not to stir an inch, in obedience to the policy or legislation of the men of this world? On this topic I have enlarged in the following discourse, and I respectfully ask for it the impartial attention of Christians.

**FRANCIS'S LIFE BOAT.**—An agreement was made yesterday, with two Irishmen to fill a 'Francis' Life-Boat' full of water. The boat was only eight feet long, and proportioned otherwise as other boats.

The plugs in the bottom were opened, and they supposed this would aid them to earn their two dollars in a few minutes; but, after having worked hard for an hour, and thrown water enough to fill fifty boats of the same size of the usual kind, they became discouraged, and wished to know *what became of the water*. "Faith," (said Pat) "it don't run over the top, and, by my soul, it can't run out the bottom, and the evil one must drink it, and we'll be off before he gets a hold of us." So they jumped on the dock, and were out of sight in a minute.

This same little boat has crossed the Hudson with two men in her and the bottom slove in. The improvements made in the model and application of the power of these boats since the Government has adopted them, render them ten times more valuable. The construction is such as to bring the power immediately in contact with the water, and below the keel from 6 to 8 inches, making the boat so stiff when the bottom is open, that six men may walk with dry feet even on one side.

The encouragement given the inventor by the liberality of the New York merchants, has enabled him to make the important improvements. The model is entirely new, and spoken of in the highest terms by the commanders of the different revenue cutters who have tried them. A trial was made in Portsmouth, last week, with the boat ordered by Government for that station, and gave entire satisfaction to the inhabitants. The same boat was rowed on the Hudson with eight men in her, with the bottom out, before she was sent, and the men kept themselves from being wet.

The beautiful packet ship "Memphis," nearly ready to launch, to run to New Orleans, has a Life

and Anchor Launch of immense power, just finished on the new model, with reversed bottom. She is thirty-two feet long. She does not take up the anchor in the old fashioned way, over the stern, but under the bottom, and the advantage of this is too plainly seen to require its recommendation to ship-masters. She is to be stowed up side down, over head, between the main and mizen masts, leaving that valuable spot on the deck, formerly occupied by that useless affair the long boat, for other purposes.

A letter was shown us yesterday, from Captain Josiah Sturgis, of the United States navy, containing a voluntary certificate, signed by all the presidents of the insurance offices in Boston, and many of the principal merchants and scientific men, recommending the adoption of such boats; among the names we saw those of Messrs. T. H. Perkins; Wm. Sturgis; R. G. Shaw; B. Rich and Son; H. Oxnard; Francis Welch; Joseph Batch; C. Curtis; Thos. Amory; Thos. Lamb; Jno. L. Dimmock; Samuel Blake; P. C. Brooks; Winslow Lewis, and a host of others.

The boat they inspected was with nearly all the late improvements. Some few alterations have been suggested to the inventor by late experiments in the Hudson, which make the life boats now building so different from those first furnished the packet ships, that it would be taken for another invention, and is now, by the liberal encouragement given, as near perfection as possible.

A yacht, belonging to a gentleman at Hyde-Park, carrying 3,000 lbs. ballast, is now being changed to a life boat, to enable her, in case of upsetting, to sustain ballast and passengers, so that a person having a pleasure boat of this description, with plenty of good life-preservers, may smoke his cigar, and bid defiance to white squalls and sharp rocks.—*N. Y. Sunday Morning News*.

**MR. GURNEY'S OXYGEN OIL LAMP.**—The London Athenaeum of February 23, contains an interesting account of a lecture of Mr. Faraday, in which he describes Mr. Gurney's mode of obtaining a powerful light, by introducing oxygen into the centre of the flame, produced by the combustion of wax or oil. It is said that the Trinity House has resolved to adopt this light, and that the House of Commons is to be lighted by it after the Easter recess. The following is the article in the Athenaeum, alluded to:

In 1824 a committee on lighthouses was appointed by the House of Commons, which sat through the whole session. The different systems of lighthouse illumination, as used in this country and on the continent, were very fully examined. In the report of this committee, the light from lime was recommended, if possible, to be made practicable for lighthouse purposes. As far as the management of the light was concerned, the practical difficulties were soon removed, but there remained an elementary objection of serious importance; mainly, a want of magnitude or quantity, as technically called. In the Catoptric system, practised in our lighthouses, a light of seven-eighths of an inch in diameter is placed in the focus of a parabola, which light gives 15 degrees of divergence, and consequently each reflector illuminates 15 degrees of the horizon. In the Dioptric system, as practised on the French coasts, a light of three and a half inches in diameter is necessary to give the required divergence. The lime light, though one of great intensity, gives no divergence; when placed in a parabola it throws parallel rays, and when placed in a centre of the Polyzoal lens, could not be made to give one degree of divergence.

In the spring of 1835, Mr. Gurney proposed, by combining oxygen, with the flame of wax or oil, to obtain a light of great power, to which these objections would not apply. This proposition was immediately entertained, and the new light was put under experiment at the Trinity House. In explanation of

this light, we must first observe the well known fact, that oxygen increases the brilliancy of burning bodies to a very great extent; thus, sulphur, which burns in atmospheric air with a pale blue and scarcely visible flame, when put into oxygen gives out a very intense light; and phosphorus, when so surrounded, gives out a light so intense that the eye cannot bear it. The same happens with charcoal, and with the flame of oil or wax, or other bodies which contain it. Dr. Priestly proposed to supply a common argand burner with oxygen instead of common air, and made a long series of experiments, with a view of producing a light of this description. All flame is hollow, or in other words, consists of a thin film or bubble of ignited matter which surrounds and contains a quantity of the decomposed combustible matter supplying it. In the flame of spirits of wine, the interior of the film is chiefly filled with hydrogen; in that of oil or wax, it is filled with separated carbon—olefian gas. Dr. Priestly applied oxygen to the outside of the film or bubble, or rather in the argand lamp, which he used, double cylindrical films. The outside portion of the flame consists, in its burning state, of half-consumed carbon in the act of combination with the atmosphere. The oxygen, therefore, in Dr. Priestly's arrangement, met with carbon in a half state of combination, and produced only a brilliancy in proportion. Mr. Gurney proposed to introduce the oxygen into the interior of the bubble, and to strike the film or its outside surface, where the carbon was pure and uncombined; he did so, and succeeded.

In the construction of this light for the Calopteric system, there are four small flames in a line of about three-eighths of an inch in diameter each, the oxygen is introduced by a small jet, the light from each jet is equal in quantity to two and a half; making in all ten ordinary argand burners. The divergence of it in a parabola is fifteen degrees. The light for the polygonal lens consists of a circular series of seventeen flames or bubbles of flame,—and struck on the interior by as many jets; the diameter of the whole is three and a half inches, the same as the French lamp; it gives the same divergence, with a power equal to sixty argands. The French lamp gives only ten. Mr. Gurney's light is cheaper than the French, in the portion of twelve to seventeen, taking all wear and tear into the account. Oxygen is obtained by heating black oxide of manganese, which is found in large quantities in Cornwall and Devonshire.

From the London Literary Gazette, of Feb. 23, we make the following extract, showing the comparative expense of Mr. Gurney's newly invented light:

"The cost of oxygen is a great addition to the expense of oil, &c. The value of a pint of oil is about ten pence—which is calculated to burn, say for one hour—the oxygen required with that measure, and for that time, in the oxygen lamp, would be ten cubical feet, and its value would be twenty pence. Here is an addition of double the cost of the oil; and the light cannot be obtained for less than 2s. 6 $\frac{1}{2}$ d. But compare this with the other arrangements. To produce the same light for the same time, not now at all taking into consideration the form or dimensions of the light—that question has been previously settled—it would require 37 $\frac{1}{2}$  argands, which would consume 2 $\frac{1}{2}$  pints of oil, and cost 2s. 6d. The same light in Fresnel's would incur a charge of 3s. 11d. Thus it is shown satisfactorily, that in every respect, Gurney's oxygen lamp is superior, for light house purposes, to any other ever invented. It possesses also many advantages, which our space will not permit us to describe."

**ARMY OF THE GERMANIC CONFEDERATION.**—According to the most recent authentic and official reports, the military force of the Germanic Confederation, including the contingents of Austria and Prussia, amount to 1,417,400 men. Austria furnishes

744,000, Prussia 451,300, and the second and third rate states of the confederacy 222,100. The Austrian army is composed of 58 regiments of infantry of the line, each of four battalions; of 17 regiments of frontier infantry, of 3 battalions; 20 battalions of grenadiers; a Tyrolese regiment of riflemen, of 3 battalions; 12 battalions of chasseurs; 7 regiments of light horse, each of 8 squadrons; 12 regiments of hussars, of 8 squadrons; 4 regiments of lancers, of 8 squadrons; 5 regiments of artillery, with 1,500 pieces of cannon; a rocket corps, and a corps of bombardiers, of 1,000 men. The Austrian regiments are, in point of numbers, the strongest in Europe. In time of war, the Government can, besides, call out 80 battalions of the landwehr, 39,000 Hungarian insurgents, and 62,000 men of the frontier reserve. The Austrian navy consists of 8 ships of the line, 8 frigates, 4 corvettes, 6 brigs, 7 schooners, and several lighter vessels; in all 47 sail. Austria, besides, keeps up on the Danube, for the protection of her frontier on the Turkish side, a flotilla of 25 boats, mounting 131 guns, and manned by the battalion of Tschakists. The monarchy contains 28 strong places and 68 fortresses. The Prussian army is composed of a royal guard, formed of 2 regiments of infantry, 2 of grenadiers, a regiment of infantry of reserve, 4 regiments of landwehr, of 2 battalions each; of a battalion of riflemen, the battalion of arquebusers of Neufchatel, a battalion of picked men, a regiment of body guards, a regiment of cuirassiers, 1 of dragoons, 1 of hussars, 2 regiments of lancers, 4 squadrons each; a squadron of picked men, a brigade of artillery, with 60 pieces of cannon; a company of pioneers, 2 companies of invalids, a company of non-commissioned officers, 63 garrison companies. Prussia has now under arms 32 regiments of infantry of the line, of 3 battalions each; 32 regiments of the landwehr, of 3 battalions each; 8 regiments of infantry of reserve, of 2 battalions; 4 regiments of infantry of the landwehr reserve, of 2 battalions; 4 battalions of sharpshooters, of 2 companies; 4 battalions of arquebusers, of 2 companies; 48 garrison companies, 8 regiments of cuirassiers of 6 squadrons each; 4 regiments of dragoons of 6 squadrons; 12 regiments of hussars, of 6 squadrons; 8 regiments of lancers, of 6 squadrons; 96 squadrons of lancers of the landwehr; 8 squadrons of lancers of the landwehr reserve; 8 brigades of artillery, each composed of 3 mounted companies; 12 foot companies, and a company of workmen, with 1,400 pieces of artillery; 3 corps of engineers, with 3 companies of pioneers; 18 garrison companies; 10 ditto of invalids; a corps of chasseurs and mounted couriers; 10 brigades of gendarmes. Those returns comprise the line of war reserve. The landwehr of the second levy, (180,000 men,) intended to garrison the strong places and defend the interior of country, is not included in the above table. The Prussian monarchy contains 6 strong places and 21 fortresses. Bavaria has under arms 16 regiments of infantry, 4 battalions of chasseurs, 2 regiments of cuirassiers, 6 regiments of light horse, and 2 regiments of artillery, with 96 pieces of cannon—in all, 68,000 men. Saxony: 1 battalion of guards, 4 regiments of infantry of the line, 3 battalions of light infantry, 3 regiments of cavalry, 1 regiment of foot artillery, 1 brigade of horse artillery, with 42 pieces—in all, 17,800 men. Hanover: 16 battalions of infantry, 4 regiments of cavalry, 1 regiment of artillery, with 36 pieces of cannon, in all, 29,600 men. Württemberg: 8 regiments of infantry, 1 squadron of chasseur couriers, 4 regiments of cavalry, 2 battalions of artillery, with 36 guns; in all, 22,400 men. Baden: 5 regiments of infantry, 3 of cavalry, 1 brigade of artillery, with 24 guns; in all, 12,600 men. Electoral Hesse: 4 regiments of infantry, 2 of cavalry, 3 battalions of artillery, with 18 guns; 8,600 men. Grand Duchy of Hesse: 4 regiments of infantry, 1 regiment of cavalry, and 1 regiment of artillery, with 24

pieces; in all, 9,479 men. Nassau: 2 regiments of infantry, 1 battalion of reserve, 1 company of artillery, with 6 pieces of cannon; in all, 4,200 men. The Grand Duchy, and the Three Duchies of Saxony together: 4 regiments of infantry, and 1 squadron of cavalry; in all, 9,565 men. Brunswick: 1 regiment of infantry, 1 of cavalry, and 1 company of artillery, with 6 guns; in all, 3,700 men. The Two Mecklenburgs: 5 battalions of infantry, 1 squadron of cavalry, 1 corps of artillery, with 10 pieces of cannon, 1 garrison company; in all, 5,960 men. Oldenburg: A corps of infantry, and 1 company of artillery, with 6 guns; in all, 3,430 men. The other petty principalities and free cities; 27,290 men.

## RETURN OF THE RUSSIAN FORCES.

	Men.
Imperial Guard,	43,000
120 regiments of infantry of the line,	508,000
36 battalions of infantry in garrison towns,	108,000
68 regiments of regular cavalry,	68,000
38 regiments of regular Cossacks,	30,000
Irregular cavalry, Calmucs, Tartars, &c.,	87,000
Corps of dragoons,	14,000
Artillery, 1,750 pieces,	67,500
Engineers and auxiliary corps,	19,600
Polish army, now united to the Russian army,	50,000
Officers of all grades,	24,900
<b>Total,</b>	<b>1,020,000</b>

**NEW LIGHT FOR LIGHTHOUSES.**—A letter of the 10th March, from Trieste, states that a new system of producing light for lighthouses, has been invented by a sergeant major in the Austrian artillery, named Selckowsky. The apparatus consists of a parabolic mirror, 62 inches by 30, with a 12-inch focus, and the light is produced by a new kind of wax candle, invented by M. Selckowsky. It has been tried under the inspection of the Austrian Lloyd's company in the port of Trieste, by being erected on the mast of a vessel. The light is said to have illuminated the whole of the port and the surrounding parts of the town equal to the moon at full, (!) and at the distance of 600 yards the finest writing could be read. A second trial has been made in bad weather, and the result was proportionally favorable.

**MANNING THE NAVY.**—Our quiet city now exhibits a feature which has not been witnessed here for some years past, in the opening a station for the enlistment of seamen and boys for the royal navy. Tempting offers are made to induce persons to volunteer for the Powerful, Capt. Napier; but we hear that little progress has been made, up to the present time, in obtaining efficient hands. In the whole, about 20 have been obtained; one-half of whom were previously inmates of the poor-house.—*Hants Advertiser*.

**DEFECTIVE COMPLEMENTS OF SHIPS.**—It is the universal opinion among naval officers that our men-of-war, of every class, should be fully and effectually manned, in order that the duty might be carried on with that degree of smartness and alacrity which was the bygone war custom of the service; in order, also, in manœuvring in company with the national ships of other countries, our seamen may have the conscious pride of being enabled to outdo all their competitors; and still further, that, with the increased armaments, our seamen may entertain a confidence of success, in the event of any untoward or premeditated contest—that their colors may be proudly secure, as far as human power can defend them. It strikes us, therefore, that the navy should make a movement in its own behalf, either by addresses to the Crown, by memorial to the Admiralty, or by petitions to Parliament. The adoption of either method would greatly assist Sir E. Codrington, who, shortly

after easter, will move a resolution in the House of Commons, in which he will be seconded by Captain Lord Ingestrie, to the following effect:—"That the system of reducing the crews of Her Majesty's ships in time of peace, below the number required to make them efficient in time of war, is injurious to the best interests of the service; that it is the opinion of this house, that all Her Majesty's ships, when actively employed, or about to quit the British Channel, shall in future have but one complement of men whether in peace or war." The names we have mentioned will sufficiently show this is no party question as regards politics, but is purely a professional one—the gallant member for Davenport being a radical, and the noble lord an ultra Tory; and as Lord Melbourne defended and acknowledged the right of one of his colleagues to agitate on the Corn Laws, surely there can be no objection to the officers of the service agitating the propriety of effective or non-effective men-of-war.—*Hants Telegraph*.

## From the National Gazette.

Our readers, conversant with the events of the Revolutionary war, will readily recognize the accuracy of the description of character contained in the lines annexed. General Lee was not of the Virginia family, but a native of North Wales, who became a British officer at the age of eleven. Having served with reputation in Portugal, and afterwards in the Polish army, he received from Congress in 1775 the commission of Major General. Carelessly guarded, at a distance from the army, in New Jersey, he was, in 1776, made prisoner, under circumstances creating doubts of his fidelity, which were subsequently removed. For misconduct at the battle of Monmouth, and disrespect to the Commander-in-Chief, he was, by the sentence of a court martial, suspended from command for a year, and to which he never returned, but retiring in disgust, he lived for several years in a hovel in Virginia, surrounded by his books and his dogs. He was a man of energy and undoubted courage, but of great eccentricity of character and conduct. He possessed eminent military talents and experience, which he early devoted to the cause of the colonies. His literary attainments were considerable, but he was intolerant, morose and avaricious. His extensive correspondence, with numerous essays on literary, political, and military subjects, (many of the former being of a humorous and satirical character,) were collected and published in 1792. Among the many pseudo-authors of the letters of Junius, Gen. Lee was at one time conspicuous. In 1782, he came to reside in this city, where he soon after died in obscurity and neglect, at the age of 55. His remains were interred in Christ Church burial ground, with military honors, for his early devotion to the American cause.

## From the St. James Chronicle, 1783.

To the memory of General Lee, who died in America, having served more nations than Britain.

Warrior, farewell! eccentrically brave,  
Above all kings, and yet of gold the slave;  
In words a very wit—in deeds less wise,  
Forever restless, yet could never rise;  
At least no higher than to meet the ground;  
If strong the blow—the greater the rebound.  
Of all men jealous, yet afraid of none;  
In crowds forever—ever still alone;  
At once the pride and bubble of a throng,  
Pursuing right, and yet forever wrong;  
By nature formed to play a monarch's part—  
At best—a sad republican at heart.

But, to cast up the aggregated sum—  
Above all monarchs, and below all seem;  
Unsettled virtues, with great vices mixed—  
Like the wide welkin, where few stars are fix'd;  
Rest, restless chief! thy sword has taken root,  
Peace to thy manes—and honor to thy dust.

The lines are italicised in the original copy as above.



## WASHINGTON CITY ;

THURSDAY, ..... MAY 9, 1839.

**MILITARY ACADEMY.**—The following gentlemen have been invited to attend the ensuing examination of the Cadets of the United States Military Academy, to commence on the second Monday in June:

Gen. G. Temple Winthrop,	Massachusetts,
Gen. John Pickering,	"
Hon. John McKeon	New York,
Gov. W. L. Marcy,	"
Hon. Byram Green,	"
Hon. R. C. Grier,	Pennsylvania,
Rev. Wm. R. De Witt,	"
Hon. Thos. M. Pettit,	"
Col. Wm. Drayton,	"
Dr. Charles Magill,	Maryland,
Johnson Reynolds, Esq.,	Virginia,
Abm. W. Venable, Esq.,	North Carolina,
Rev. J. Bachman,	South Carolina,
Wm. H. Ellet, Esq.,	"
Dr. Milton Reese,	Georgia,
Col. F. Jordan,	"
Rev. J. J. Bullock,	Kentucky,
Abm. Litton, Esq.,	Tennessee,
B. M. Atherton, Esq.,	Ohio,
Hon. Wm. Hendricks,	Indiana,
Gen. Thos. A. Smith,	Missouri,
Gen. J. R. Fenwick,	U. S. Army.

**ENLISTMENT OF SOLDIERS IN THE U. S. ARMY.**

—We have copied from the Baltimore Post and Transcript the minutes of a trial before the Baltimore City Court, on a writ of *Habeas Corpus*, claiming the discharge of a minor from the U. S. army. This trial will be of interest to those officers who are on Recruiting service, as it settles some points which may have been heretofore in other places involved in doubt. We have reason to believe that frequent attempts at fraud upon the Government are made by designing persons, whose only aim is money; and in these attempts the recruits themselves often collusively join.

It may sometimes happen that the enlistment of a recruit causes distress to his family, by withdrawing from them their principal means of support; and it is then painful to be compelled, from a sense of public duty, to refuse the petition for a discharge.

The duties and responsibilities of a Recruiting officer are delicate and perplexing; his risks frequent, and his compensation for the extra hazard, nothing. he must be continually on his guard against deception on the one hand, and probable loss on the other.

Four of the mutineers of the brig Braganza were brought to this country some time since, and have been tried at New York for piracy and murder. Three of them were condemned to death, and the fourth acquitted on the plea of having joined the mutiny from compulsion. Of the three condemned, one hung himself in his cell; his name was Ver Bruggen; a native of Antwerp, 35 years old: another, James Davys, an Englishman, 19 years old, cut his throat, severed the arteries of both his arms, and died shortly afterwards in prison. Thus, the gallows has been

cheated of its dues, leaving only one to expiate this diabolical crime by a public execution, and he may yet find an opportunity to evade the sentence of the law.

How often does it prove true, that "the way of the transgressor is hard."

The Legislature of New York have voted a sword to Captain WILLIAM D. SALTER, of the U. S. navy. Capt. S. entered the navy in the year 1810, and was in the battle of the Constitution with the *Guerriere*.

We perceive by the Michigan papers that Colonel HENRY SMITH, late a Captain in the 6th infantry, U. S. A., has been appointed Brigadier General of the 9th Brigade of the militia of Michigan. This is as it should be; the only mode by which our militia can be rendered serviceable in the defence of the country is by placing in command of it officers, of military science, and who have gained military experience by actual service in the army.

**FLORIDA.**—We have been favored with the following extract of a letter from an officer of great intelligence in Florida, to a gentleman in this city, giving a glowing description of the climate, soil and products of that unfortunate territory. The account is so vivid that we should be almost tempted, like the writer, if we were twenty years younger, to seek out a retreat in this *el dorado*. The letter is dated April 23, 1839.

"We are just about settling out for Fort King, where we expect to meet the Indians. As yet we have not heard of any having arrived. The 1st of May is the day fixed for the meeting. It is generally supposed that Gen. MACOMB will be successful in obtaining the object of his mission; yet it is impossible to say what can be done. One thing is certain: all the good people of Florida wish him success, as they are heartily tired of the war.

"There will be a great rush into the Territory as soon as a pacification can be made. It is doubtful if those desirous of settling will wait for permission, or for public sales. There are some places that will be of great value. I can point out some I have seen that would make beautiful residences, valuable plantations, and delightful and healthy retreats. There is no part of the United States that possesses so many advantages as Florida, especially the peninsula. The communications to all parts are so very easy, either by land or water. For southern gentlemen, or West Indians, no country could suit better. The lands are productive and easily cultivated, and in their virgin state will make good crops, even in the pine barrens. For stock of all sorts—as horses, horn cattle, asses, mules, even sheep, but goats in particular, swine, etc., and for poultry—no country better. There are abundance of fish, of excellent quality, both for home consumption and for market. Sugar, cotton, coffee, tea, indigo, rice, and all the tropical fruits grow well; and for timber there is no country better stocked and

dearer to market. Pine, live-oak, palmetto, for the city of Charleston, and for docking out in the southern sea-ports, arrow root, coontee, sweet potatoes Indian corn, mullet, &c. &c., all can be cultivated here.

"If I were twenty years younger, I should be tempted to make a location in Florida. Game is also plenty here—as deer, bears, turkeys, quails, snipes, curlew, woodcocks, and other aquatic birds. Camels and dromedaries would thrive and be useful here as beasts of burden, or as expresses. Besides the above, the turtle, both hard and soft shelled, which the sea furnishes, ought to be mentioned. Indeed it is difficult to say where we are to stop, if all were enumerated which Florida affords. The climate is sufficiently attractive in the various seasons, except perhaps the summer. At this moment it is delightful."

*Extract from another letter, dated*  
FORT BROOKE, April 23.

"Yesterday morning the good people here were surprised by the disappearance of a small body of Indians (about 20 in number) who came in some time ago, under the conduct of an old Indian with an unpronounceable, orthography-defying name—a brother of Tiger-tail, and a Tallahassee—and who took leave of us very unceremoniously the night previous."

DR. W. PLUMSTEAD, U. S. NAVY.—In noticing the death of this officer, at Pensacola, a writer in the Philadelphia papers, who signs himself J. M. G., says: Few have ever joined the service with brighter prospects of success and usefulness. In 1825, he was commissioned as an assistant, and in little more than three years, was promoted to the rank of Surgeon. His talents in his profession were of a useful and practical order, and, with his kind and gentle manners, soon gained for him the confidence and respect of all who knew him. After the first impression of sorrow, it should tend to lessen the grief of mourning relatives to know that Dr. Plumstead will be long and kindly remembered in the navy. In his intercourse with his brother officers he was courteous and gentlemanly, and to the sick or disabled seamen he was a skillful Physician, and a sympathizing friend. This passing tribute to his memory, is from one who knew him well; and who esteemed him as a kind *mesmate*, an excellent officer, and an able associate in professional duties.

#### ARRIVALS AT WASHINGTON.

May 4—Asst Sur. A. F. Suter, army, A. Suter's.  
Surgeon C. S. Tripler, do Alexandria.  
Lieut. C. A. May, 2d drags., Dr. F. May's.  
Lieut. Thomas Johns, 8th inf., Georgetown.  
6—Capt. R. E. Lee, Corps of Eng'rs, Arlington.  
Asst. Sur. E. H. Abadie, army, Gadsby's.  
7—Lieut. G. A. H. Blake, 2d drags., Fuller's.  
8—Major R. B. Lee, Com. Sub., C street.

#### LETTERS ADVERTISED.

NORFOLK, May 1, 1839.

NAVY.—Captains F A Parker 4, J P Zantinger 2, W C Bolton; Lieutenants W P Piercy, W Smith; Dr Messersmith; Purser H Etting 5; Sailingmaster H Worthington; Mid E A Barnett, C O Ritchie, M Duralde, C Robinson, C W Hayes.

#### PASSENGERS.

CHARLESTON, April 29, per schr. Stephen & Francis, from St. Augustine. Lieut. C. A. May, of the army. Per team packet S. Carolina, for Norfolk. Capt. E. S. Winter of the army, and ——— Bowie, of the navy.

SAVANNAH, April 28, per steamboat J. Stone, from Darien. Capt. W. Ramsay, of the navy. April 30, per brig Augusta, for New York, Major Belton of the army, and lady.

NEW YORK, May 2, per brig Wm. Taylor, from Savannah. Capt. E. K. Smith, of the army, lady and child. May 3, per U. S. ship Boston, from Havana. Lieut. C. S. Ridgely, of the navy.

#### ARRIVALS AT PHILADELPHIA.

May 1—Purser G C. Cooper, navy, and lady; Dr. E. B. Wolcott, army. May 4—Lieut. J. C. Pemberton, Dr. Suter, army.

#### COMMUNICATION.

##### THE LATE LIEUT. B. CONKLING, U. S. A.

At a meeting of the officers of the second regiment U. S. artillery, brother officers and friends of the late Lieut. BARNABAS CONKLING, 2d regiment artillery, which convened at Detroit on the 27th April, 1839, Major M. M. PAYNE was called to the Chair, and Lieut. W. A. NICHOLS appointed Secretary.

The following resolutions were unanimously adopted:—

*Resolved*, That it is with feelings of the deepest emotion and sorrow that we learn the death of our much esteemed and highly respected brother officer and friend, Lieut. BARNABAS CONKLING, who died at Fort Niagara, N. Y., on the 18th inst.

*Resolved*, That in the death of Lieut. CONKLING, the 2d regiment of artillery, and the army generally, have to mourn the loss of one of its brightest ornaments, possessing a highly cultivated mind, with acquirements which adorn both the officer and the citizen; and, as it has been the will of Divine Providence to take from among us so prematurely one endeared to us by private association and intrinsic merit, we sincerely condole with the friends and relatives of the deceased in the affliction they must experience by so painful a bereavement.

*Resolved*, That, in consequence of the high estimation and esteem we have for the memory of Lieut. CONKLING, we will wear the usual badge of mourning for thirty days.

*Resolved*, That a copy of the proceedings of this meeting be sent to the parents of the late Lieut. CONKLING, to the editors of the Detroit Advertiser, the Army and Navy Chronicle, and New York American, with the request that they will publish them in their respective papers.

M. M. PAYNE, Major 2d arty.  
BENJ. F. LARNED, Paymaster U.S.A.  
J. B. PORTER, Asst Surg. U.S.A.  
R. A. LUTHER, 1st lieut. 2d arty.  
C. B. DANIELS, 1st lieut. 2d arty.  
L. G. ARNOLD, 1st lieut. 2d arty.  
F. WOODBRIDGE, 1st lieut. 2d arty.  
A. E. JONES, 2d lieut. 2d arty.  
W. A. NICHOLS, 2d lieut. 2d arty.  
LESLIE CHASE, 2d lieut. 2d arty.  
GEO. W. MORELL, late of U. S. Army.

##### THE LATE CAPT. E. M. LACY, U. S. A.

FORT CRAWFORD, April 6, 1839.

In consequence of the death of Capt. E. M. LACY, of the 5th regiment U. S. infantry, which took place on the morning of the 2d inst., at this garrison, the officers of the post met at 4 o'clock, P. M., at the Adjutant's office, with a view of entering into resolutions, expressive of the sorrow they feel for the loss they have sustained in the death of their brother officer.

Evt. Brig. Gen. GEO. M. BROOKE, being called to the chair, the following resolutions were unani-

monously adopted, by all the officers present at this station :

1st. *Resolved*, That in the death of Captain E. M. LACY, this post, and the 5th regiment U. S. infantry, have reason to deplore and mourn for the loss of a meritorious, intelligent, and gallant officer, and an estimable friend and associate.

2d. *Resolved*, That witnessing, as we do, in this dispensation of Providence, a bereaved and fatherless family, we do sincerely offer to the widow of our departed brother officer our sympathy and unfeigned condolence.

3d. *Resolved*, That a large freestone slab, with an appropriate inscription, be procured with as little delay as possible, and that it be placed over his grave.

4th. *Resolved*, That the foregoing resolutions be sent to the family of the deceased, and that they also be published in the Army and Navy Chronicle.

GEO. M. BROUKE, *Bat. Brig. Gen. & Pres't.*

C. C. SIBLEY, *Lt. 5th U. S. infy.*

W. M. D. McKISSACK, *Lt. 5th U. S. infy.*

S. H. FOWLER, *Lt. 5th U. S. infy.*

RICH. F. CADLE, *Chaplain.*

ALFRED W. ELWES, *Surgeon and Sec'y.*

### DOMESTIC INTELLIGENCE.

*From the Globe.*

It is gratifying to perceive what a single vessel, belonging to the War Department, manned and conducted by her officers with zeal and energy, has accomplished.

U. S. SCHOONER WAVE,

*St. Augustine, April 20, 1839.*

SIR: I have the honor to report to you the arrival of the Wave at this place, from an examination of the eastern coast of Florida, with the result of her operations on this coast, under your order of July, 1838.

The barges Shocco and Emmett, with which this vessel was furnished, commenced their operations within the Florida reef on the 2d September last, and with the aid of the sloop Panther, (chartered with the approbation of Gen. Taylor, and now succeeded by the schooner Otsego,) it is believed that the Wave's force has penetrated every inlet and indentation of the southern coast of Florida susceptible of approach in boats. These continuous expeditions, if they have not resulted in the capture of any of the illicit traffickers with the hostile Indians, have been eminently successful in driving them from the coast. A suspicious vessel has not been inside of the Florida keys since November last, and but one since the object of the Wave's visit to the coast was known. Connected with the suppression of this traffic, the Wave has been enabled to render important service to the interests of navigation, in determining accurately doubtful points of the Florida coast, as well as the position of the western portion of it, which had never before been subjected to the examination of the surveyor. The enterprise of the Messrs. Blunt, of New York, placed at my disposal the means to effect this.

In connexion with these duties, the discharge of others of a more pleasing character devolved upon us. Seventy fellow beings, who, amidst the horrors of the tempest, had been cast on the eastern coast of Florida, were rescued from the doom which awaited them from the Indians, and transported to Key West. They were the crews and passengers of the steamer Wilmington and the Spanish brig Triumfante. Assistance was likewise rendered to the following vessels in distress:

The brig Bagota, bound to Key West from New Orleans, knocked her rudder off on Carysford reef; hung it for her, and sent her to sea.

Found the wreck of the brig Alna, Capt. Thomas, of Portland, Maine, on the eastern coast, about twenty-five miles north of Cape Florida, in possession of a small party of Indians. Her crew had been murdered, with the exception of two. We killed three

and wounded two of the Indians in their flight, and destroyed three canoes. Found the bodies of two of the brig's crew, and burnt her.

The brig Exit, from Baltimore for New Orleans, via St. Marks, was ashore on Sombbrero reef in October; assisted her to get off, and saw her safe thro' the reef.

The steamer Wilmington, ashore fifty miles north of Cape Florida, was a total loss; saved the crew and passengers, thirty in number, with their personal effects, and landed them in Key West.

Saved the crew and passengers, forty in number, with their personal effects, of the Spanish brig Triumfante, ashore sixty miles north of Cape Florida. Took from her sixty muskets, fifteen hundred pounds of lead, two hundred and eighty bales of cotton and moveables appertaining to her equipment, transported them to Key West, and burnt the vessel.

In January, found the United States schooner Grampus inside the reef, having beaten over Pickle's reef; furnished her a pilot, and such assistance as was required to take her to sea.

Such, sir, is the result of the Wave's operations on this coast up to the present date; and, if a self-denying perseverance and untiring energy insure success, then have the officers and crew I have the honor to command effected all that could be anticipated from so small a force. To them, through you, sir, I would take this occasion to tender my sincere thanks for the cheerful and able manner in which they have executed every order and service required of them.

The Wave will sail to-morrow for the reef, examining, on her route, the eastern coast. She will then relieve the Otsego on the western coast, and be replaced by her on this. The revenue cutter Campbell, Lieut. Com. N. C. Coste, placed under my orders in December last, is retained within the reef, where, with the boats, she can be most advantageously employed. This vessel is so far decayed that her commander reports her wholly unfitted for sea service or duty on the coast.

Very respectfully, sir,

I have the honor to be,

JOHN T. McLAUGHLIN,  
*Lieutenant Comdt.*

The Hon. J. R. POINSETT,

*Sec. of War, Washington City.*

ST. AUGUSTINE, April 20.—General MACOMB despatched Indian runners from Fort Mellon last week, to the several Chiefs now in arms against the whites. The object of the proposed interview, which is to take place on the 1st May, at Fort King, is to produce an armistice during the summer, and limit the movements of the enemy to the ground between Pease creek and Cape Sable. Some fears having been expressed that this was preliminary to a final abandonment of the country to the Indian, we have made such inquiry as satisfies us that the arrangement, if effected, will only be temporary.

Lieuts. SOLEY and O'BRIEN, with company B, 4th artillery, left here on Monday morning last for Fort Columbus, N. Y., via Picolata.

Six companies 2d dragoons are ordered north to recruit. Head-quarters of the rendezvous, Baltimore.—*News.*

THE ARSENAL FOR THE SOUTH.—The Secretary of War has determined to complete the Grand Arsenal of construction for the South at Fayetteville, North Carolina, on the plan originally designed. Capt. J. A. J. Bradford has the direction of it.

A detachment of 22 U. S. dragoons arrived at Baltimore on Thursday last, in the schr. George Henry, from Garey's Ferry.

The Secretary of War has issued his order forbidding the sale of spirituous liquors to the frontier Indians.

TALLAHASSEE, April 20.—On the 4th instant a scouting party under Lieutenants Todd and Monroe, while scouting Cook's Hammock, on the Stickeenahie, discovered a single Indian track. This was followed until the trail became large, leading to the camp of the Indians. The party cautiously approached until within a short distance, with every probability of surprising the camp, when the alarm was given by a squaw. The Indians were fired upon by the troops as they fled from the camp, but with little or no effect. A large amount of plunder, clothing, trinkets, and provisions, left in the camp, were destroyed by the troops. The Indians, as usual, escaped by their fleetness and better acquaintance with the hiding places in the hammock.—*Floridian*.

**THE METEOR.**—We learn that this fine vessel will leave our harbor this morning. It is supposed she will proceed to Galveston, in Texas, there to join the French fleet under Admiral Baudin, who, it is reported, is charged with a diplomatic mission to the Texian Government.

This rumor would seem to be corroborated by the fact, that the Abbe Anduze, chaplain of the fleet, has already proceeded to Texas on business of the French Government. It is probable that the Admiral will order his ships to Pensacola, while he pays a visit to New Orleans, which may take place next month.

The fleet was ready to sail from Vera Cruz on the 1st inst.—*New Orleans Louisianian*, April 26.

**T. B W STOCKTON, Esq.**, formerly of the 1st regiment U. S. infantry, was elected Mayor of Michigan city, Indiana, at the last charter election.

The report which came to us from Norfolk some days ago, that the U. S. ship North Carolina had been seen off the capes of the Chesapeake, must have originated in mistake. Had the vessel seen by the pilot been the ship in question, she would doubtless have made her appearance before this. The Norfolk Beacon thinks it must have been a British 74.

**MILITARY.**—The State Fencibles, commanded by Col. J. Page, and the Union Fencibles, commanded by Col. R. M. Lee, visited Norristown on the first of May, by invitation of its citizens, for the purpose of firing at a target—the prize being a handsome gold medal, the offering of their liberality. The trial of skill took place on the banks of the Schuylkill, immediately opposite the borough, in the presence of the committee of invitation, Hon. J. Fornance, Gen. J. W. Davis, Maj. W. Z. Matheys, J. H. Hobart, Esq., and Mr. Jacob Spang, and Colonels John Thompson and A. J. Pleasanton, and a numerous assemblage of citizens. Thirty-two shots were fired by each company—distance 80 yards. The six best shots (being within the outer ring of the target) were as follows:

1st—Private Hobson, of the State Fencibles, whose ball struck the edge of the bull's eye.

2d—Private Higgs, of the Union Fencibles, whose ball struck within half an inch of the former.

3.1—Private Plucker, of the State Fencibles.

4th—Sergeant Braceland, of the Union Fencibles.

5th—Private Garrett, of the State Fencibles.

6th—Private Finkaneye, of the State Fencibles.

The State Fencibles struck the target with fourteen balls, the Union Fencibles with eleven. The firing was highly creditable to both companies. The prize having been awarded by, was delivered on behalf of the judges to the State Fencibles, by the Hon. J. F. Farnace, in a very eloquent address, which was replied to by Col. Page.

After which the two companies returned to the house of Mr. Jacob Spang, where bountiful repasts were provided for them, in a style creditable to the host and satisfactory to his guests.—*Pennsylvanian*.

**MILITARY.**—At a meeting of the officers of the Brigade of City Guards, held on the 3d May, 1839, to appoint a Brigadier General to succeed the late General SAMUEL SMITH as Commander of the City Guards, Colonel COLUMBUS O'DONNELL, the senior Colonel of the Brigade, was unanimously elected to the command.

At a meeting of the officers of the 2d regiment of City Guards, Lieut. Colonel PINKNEY was elected Colonel; Major JAMISON Lieut. Colonel, and Capt. FITZGERALD Major.—*Baltimore Chronicle*.

A meeting was held a short time since, in New Orleans, for the promotion of the benevolent object of establishing a *Sailors' Home* in that port. The Bulletin says: "At the close of Mr. Buckingham's address, the President, Mr. Breedlove, announced to the meeting the progress that had been already made in the good work, as the result of this and the previous meetings held upon this subject. One gentleman, a large shipper of cotton, said that he had 600 bales just ready for exportation, and that he would pay \$5 per bale, or \$3,000 on the whole, if the shippers of cotton generally, from this port, would adopt the example of Charleston, and pay one cent per bale on all cotton shipped. This was followed up by another gentleman, who owned a number of steam vessels, employed chiefly in towing, and he undertook to give for the Sailors' Home of New Orleans 50 cents for every ship, and 25 cents for every brig and schooner, towed up or down the Mississippi by his vessels. A broker next undertook to pay for the same object 50 cents on every vessel cleared through his office. Several shippers had agreed to pay more than the proposed cent on each bale of cotton, hoghead of sugar, hoghead of tobacco, and other staple produce shipped; and then in addition to these were several donations from individuals, annual subscriptions of \$5 each, and life subscriptions of \$25. Among the last Mr. Buckingham had authorized his name to be entered; for as he was neither a shipper of cotton, sugar, or tobacco, he could not contribute in that form; but having hitherto subscribed to other societies for the benefit of seamen, both here and at home, he wished to be considered a citizen of New Orleans, for the short period of his stay in it, that he might have the pleasure of practising himself that which he endeavored to persuade others to do, and he felt sure that no citizen of New Orleans, of native birth, would be beaten by an Englishman, especially in his own country, when the object was to better the condition of American seamen, and thus conduce to the welfare and glory of the Union.

**COURT OF ENQUIRY.**—The Court of Enquiry, ordered by the Navy Department, to investigate the charges against Commo. Elliott, brought by Lieutenant Hunter, Midshipman Barton, and others, assembled at the Philadelphia navy yard on Monday. It consists of Commodores Stewart, Biddle, and Patterson; John M. Read is Judge Advocate, and Josiah Randall acts as counsel for Commodore Elliott. The Enquiry, it is supposed, will occupy two or three weeks. It is stated that over a hundred witnesses are in attendance.—*Pennsylvanian*.

COMMODORE ELLIOTT.—A correspondent, writing from Philadelphia on the morning of Tuesday, says :

The Court of Enquiry in the case of Commodore Elliott, met at the navy yard yesterday morning, at 10 A. M. Present, Commodores Stewart, (President,) Biddle and Patterson, and Judge Advocate Read, of this city. Immediately after the organization of the Court, the witnesses were called in, and enquiring of each whether they knew any facts relative to the case then before the Court, they were permitted to retire. Previous to the adjournment of the Court, they allowed all those witnesses who were

not present during Commo. Elliott's command in the Mediterranean, to return to their homes, except some few who were attached to the navy yard, Norfolk, when the Constitution arrived there after her crew was discharged.

"A very material witness in the case was, I learn, not permitted to give in his evidence in consequence of having published a pamphlet reflecting on Commodore Elliott, after his return to the United States. "Commo Elliott, attended by his Counsel, Mr. Randall, was present. He was in fine health, and apparently in as good spirits.—*Norfolk Beacon*, May 2.

The crew of the Thomas P. Cope, that sailed last week, was in such a state from continued drunkenness, that they were maniacs. One of the crew fell overboard, and was drowned. The second mate, Mr. Floyd, anxious to rescue the man overboard, jumped into the boat at the davits, but a sailor also jumped in and upset the boat. Mr. Floyd unfortunately perished, as did the sailor who fell overboard. We know not what was the situation of the drowned sailor, but it seems probable that, if the crew had been sober, his life might have been saved, and that of the worthy second officer who perished in attempting his rescue. The triumphs of drunkenness are great; gunpowder has achieved some victories, but rum is chief. Powder has slain its thousands, but rum its tens of thousands.—*United States Gaz.*

#### From the New York Gazette

We understand that the steam frigate Fulton has been assigned to particular service, as a practice and experimental ship, under the command of Capt M. C. PERRY, and with an additional number of officers attached to her.

Captain PERRY is instructed by the Secretary of the Navy to conduct a course of practice in the use of the Paixhan gun, and the various descriptions of hollow and explosive shot. He will also experiment in reference to the practical operations of the steam engine, with a view as well to instruct the officers recently attached to the ship, as to bring forward as future engineers and gunners, a number of youth, selected from among the most intelligent of the apprentices on board the frigate Hudson. The following is a list of the officers of the Fulton:

M. C. PERRY, Esq., *Captain*; Wm. F. Lynch, Chas. C. Turner, Joseph Stallings, James H. Ward, Jona. W. Swift, C. H. A. H. Kennedy, Cicero Price, *Lieutenants*; Wm. S. Swann, *Master*; Edmund L. Du Barry, *Surgeon*; Geo. F. Sawyer, *Purser*; Chas. H. Haswell, *Engineer*; James McClelland, *Ass't Surgeon*; A. R. Taliaferro, H. H. Lewis, E. G. Parrott, T. W. Cumming, Wm. P. McArthur, *Passed Midshipmen*; Wm. C. Brashears, M. C. Perry, Jr., *Midshipmen*; A. M. de Palmstein, *Captain's Clerk*; John Farrow, Nelson Bent, *Ass't Engineers*; Hiram Sanford, A. S. Palmer, *2d Ass't Engineers*; John Clapham, *Gunner*; Joel Bliss, *Carpenter*; Jos. S. Wright, *Purser's Clerk*.

The U. S. sloop of war Boston, Commander Babbitt, arrived at New York on Sunday, from Havana, via Pensacola and Key West. The following is a list of her officers:

Commander, EDWARD B. BARNITT; *Lieutenants*, A. S. Worth, do. acting, S. W. Wilkinson, J. J. B. Walbach; *Boiling Master*, F. B. Renshaw; *Surgeon*, J. C. Spencer; *Purser*, P. A. Southall; *Midshipmen*, H. L. Chipman, A. G. Clary, M. B. Woolsey, A. H. Jenkins, J. C. Howell, D. R. Lambert, N. B. Harrison; *Captain's Clerk*, A. M. Tabb; *Acting Boatswain*, G. Ellison; *Acting Gunner*, T. Lorman; *Cooper*, Thomas Reynolds; *Sailmaker*, J. R. Childs; *Purser's Steward*, Brigham Prescott.

*Passenger*—Lieut. Charles S. Ridgely.

The lady of Dr. TURK, of the United States navy, narrowly escaped drowning at the Fulton Ferry on Saturday, and owes her preservation solely to the exertions of Mr. Berry, mate of the packet ship Sutton, and a Mr. Hitchcock, who nobly flew to her rescue, and jumping into the water, caught the lady after she had sunk beneath the surface, and sustaining her on each side brought her safe ashore. Dr. Turk has desired us to express his very grateful acknowledgments to these gallant men, and to say that having in the warmth of his feeling intimated his wish to give them some substantial testimonial of his obligations, he was informed by a friend of one of them, that any thing further than his thanks would by no means be received. Like generous and high hearted men, as they are, they wanted no other reward than the consciousness of having merely done a duty to humanity. The accident by which Mrs. T. fell from the wharf, we understand, is not quite correctly stated. She was going on board the ferry boat as it was about leaving the wharf, without observing that the fastenings had been cast off, and actually had one foot on board at the moment the engine was put in motion, when she was suddenly precipitated into the slip.—*New York Gazette*.

**ENLISTING MINORS.**—A day or two since, before Judge Betts, in the U. S. District Court, Patrick O'Haley and Charles Allen, two young men who had enlisted in the U. S. army, were brought up from Bedford's Island on a warrant of *Habeas Corpus*, and as it was shown that they were both under twenty-one, and had enlisted without the consent of their parents or guardians, Judge Betts ordered them to be discharged.—*N. Y. Journal of Commerce*.

**ARMED STEAM SHIPS.**—The intelligent Paris correspondent of the New York American, in his last published letter, says—

As the notions of Americans in this capital on American concerns may not be wholly unwelcome to you, I will venture to express another. We cordially greet and approve Mr. Buchanan's motion in the Senate, for building one or more steam ships of war. The value of them has been minutely studied and ascertained by the principal naval powers of Europe; all of whom are engaged in increasing their maritime forces. The United States should be at least equally provided. You are aware that the many steamers employed in the packet service of France are armed with very heavy guns, and therefore always available for the purposes of war. England will not neglect this powerful arm of defence and attack. Heed will, I trust, be given in the United States, to the chapter on the present condition of the British navy, which Sir John Barrow has appended to his "Life of Lord Anson." It is there established that the British navy is now stronger in every respect than ever heretofore in time of peace. His estimate of our maritime force puts us indeed far behind. Already, the British war steamers are not few. Let us be prepared to defend our coast and harbors, by a timely use of the abundant means at our disposal.

#### DESTRUCTIVE FIRE AT FORT FAIRFIELD.

BANGOR, April 25, 1839.—Sergeant Brown, of the land agent's party, who arrived last night from the Aroostook, reports a fire at Fort Fairfield, which broke out in the guard-house between one and two o'clock, P. M., on Monday last, 22d inst., and consumed the guard and store house attached, and all their contents, consisting in part of 126 barrels of pork, about 300 barrels of bread, a few boxes of fixed ammunition, (cannon cartridges,) &c., amounting to near \$10,000. A military guard of 150 men was left by the Major General of the 3d division, to protect the property of the State, but they were probably engaged in other duties when the fire broke out. It is attributed to accident.—*Briggs's (Boston) Bulletin*.

Jonathan Mason, a soldier of the Revolution, died recently at Tamworth, N. H., in the 74th year of his age. It is related of him that he was taken prisoner by the British, and on being brought before Burgoyne, that General said to him, "well, my lad, what do you think of yourself now?" His reply was, "I think you will all be prisoners within two weeks." The General then exclaimed with an oath, "All the Yankees in America cannot make a prisoner of me." In three weeks from that day he and his army were prisoners.

Yesterday, at noon, Sutherland and the other political prisoners, who have been confined in the citadel since the 10th June, 1838, were sent up to Montreal, in the British America, under a military guard of the 11th regiment.—*Quebec Gazette*, April 26.

Sutherland and seven other American brigands captured at Point au Pelee island, and confined for many months past at the citadel of Quebec, arrived here on Friday night last in the British American steamer, and have been placed in our goal. It is said that they will shortly be conveyed to the line 45, and there set at liberty.—*Montreal Courier*.

H. M. ship *Winchester*, of 52 guns, is ordered to be recommissioned at Chatham for the flag of Vice Admiral Sir Thomas Harvey, on the North American station. Captain John Parker is to be his captain.

The British frigate *Vestal*, from England for Jamaica, was spoken on the 17th of April, within two days' sail of the Balize, with 2,000,000 dollars to defray the expense of negro emancipation.

**LATEST FROM MEXICO**—By an arrival at New Orleans from Vera Cruz, bringing information to the 17th ultimo, intelligence has been received that Gen. MEJIA still remained within fifteen leagues of the city, (and not fifteen miles, as we were before informed.) Reports had reached Vera Cruz on the 17th ultimo that the delay of Gen. M. was caused by the non-arrival of some of the vessels which he had chartered to bring his artillery, &c.

All the French and English vessels of war had sailed from Vera Cruz, excepting five French and two English. The U. S. sloops of war *Vandalia* and *Ontario* sailed on the 10th ult. for Laguna; U. S. revenue cutter *Woodbury* was to sail for Tampico on the 18th. Business was at a stand; great confusion prevailed among the people; preparations were making to defend the city, and the attack from Gen. Mejia was hourly expected.

**IMPORTANT FROM PERU**—Letters from Callao to Feb. 1st, brought by the supercargo of the brig *Ocean*, which arrived at Mazatlan (Mexico) 20th March, bring intelligence that a battle had been fought near Lima, between the Chilean and Peruvian armies, each 6,000 strong, resulting in the loss of 1,500 killed and wounded on each side, and the defeat of the Peruvians under Santa Cruz. The Castle of Callao still held out for Santa Cruz. The Peruvians had issued letters of marque, but all the cruisers they had sent out had been taken by the Chileans.—*N. Y. Journal of Commerce*.

*The Philadelphia North American of Saturday has the following letter, which it states is from an authentic source:*

HAVANA, April 13, 1839.—The U. S. sloop of war *Boston*, Capt. Babbitt commander, is now ready for sea, bound to New York. His departure will be deeply regretted by every American, as this distinguished and benevolent officer has rendered very important services to the Americans incarcerated here and undergoing punishment. In consequence of the neglect and pusillanimous behavior of the United States Consul, the crews of several American vessels

are still suffering in a Spanish prison. Among these, are the crew of the American ship "*Wm. Engs.*" of whom I have given you an account in a former letter; they are unjustly still in chains, suffering punishment at hard labor, on an accusation of mutiny in this harbor.

Captain Babbitt, upon receiving a communication from several hundred Americans, applied to the U. S. consul for information respecting various Americans in prison and undergoing punishment. Not receiving satisfactory facts in relation thereto, but, on the contrary, having been given to understand that his co-operation was neither solicited nor required, Capt. Babbitt immediately addressed himself to the captain general for that information which the U. S. consul had refused to give.

The facts elicited in the case of the "*Wm. Engs.*" are, that on the 11th July the consul wrote to the captain general, asking a speedy trial by the Spanish laws, instead of sending them to the United States; and that, in violation of the treaty made with Spain, they were not allowed an advocate, nor were permitted to produce witnesses favorable to their cause; and neither would the consul be present and see that justice was done them, or assist them in any way, although they often wrote to him requesting his protection, and stating they were Americans.

In this situation, Capt. Babbitt, perceiving that the consul would not interest himself in behalf of innocent men, (and being importuned by several hundreds of Americans,) applied to the captain general to deliver the seamen over to him to be carried to the United States for trial. This was refused.

Captain Babbitt and his officers have acted nobly. They interested themselves in every honorable way to deliver these men, but I am sorry to say they have not succeeded.

This morning Capt. Babbitt visited the royal prison at the Punta, and after inquiring of the American prisoners the cause of their imprisonment, he assured them he was ever ready to render such assistance as their case merited. Not finding the crew of the "*Wm. Engs.*" there, he proceeded with Purser Southall and Mr. Ferdinand Clark to the Cabanos, where the Governor of the Castle brought before them such Americans as were there. Capt. Babbitt stated to them that he had labored to obtain their liberation from their unjust punishment; that he had now submitted the matter to the Government at home, but as some time would elapse before any course could be adopted for their release, he had brought them a bag of money, \$143, donated by the officers and crew of his ship for the purpose of relieving their present wants, and as a testimony of their sympathy in their behalf; and that this money he should place in the hands of Mr. Ferdinand Clark, to be appropriated in moderate sums for their daily support and comfort; at the same time promising them that he should not relax his endeavors to have them released as speedily as possible; and although he should be absent a short time he should not forget them; the Commotore was soon expected here, and would, no doubt, from his known patriotism, protect them, &c. &c.

The poor prisoners shed tears while the gallant Captain Babbitt addressed them.

For a long time we have been expecting another American consul, but none has yet been appointed; but it is believed that when the United States Government receives all Capt. Babbitt's documents in relation to the present occupant, that there will be no further delay in forthwith sending to this port a consul whose abilities and experience will protect the interests of his countrymen here.

The conduct of N. P. Trist, in the affair of Purser Southall and others, has been such as to compel Captain Babbitt to write the consul in the severest terms; and as the whole correspondence will be

laid before the Government, we may expect some important result.

The Americans here are well satisfied that the present consul has an unfriendly feeling towards his countrymen, and it is hoped by all that he may be speedily removed from this important post.

*From the New Orleans Commercial Bulletin.*

#### A VOYAGE TO HAVANA—No. 3.

(Extract from the unpublished Diary of a Physician of New Orleans.)

Jan. 28.—War etiquette is attended with an infinity of noise. The guns of the British, French, and American men of war, now riding in the harbor, together with the guns of Moro Castle, shake the earth with their martial thunder, when the Prince de Joinville and other dignitaries pay visits. The French vessel from Vera Cruz bear witness to sundry perforations, by Mexican balls, during the late battle. The prince, who is an inferior officer, upon an inferior vessel, will doubtless be promoted, for his bravery in action. To-night he gives a magnificent ball, upon a 74, which has an extensive awning; alongside is a floating shrubbery, with some trees, perhaps 20 feet high.

Dined on board the United States frigate Boston, Capt. Babbitt, where hospitality, neatness, and order reign. The American eagle, accustomed in battle to perch upon the standard of victory, floated proudly among the mighty flags of France and England.

Our little party was rowed out to the Boston in the eighteen-oared boat of her majesty's 74, Cornwallis, under charge of a little midshipman, who is said to be the grandson of the Duke of Grafton; he sat on the bow like a statue, under the ample folds of his flag, and spoke not; his men were equally silent.

It is now night; crowds are going to see the illuminated French ship, near the ball-ship. The sails have been removed; all the spars and ropes are hung with lamps, of all colors, and forming fanciful figures. All agreed that such a spectacle they had never before witnessed in any country.

### ARMY REGISTER.

#### FIRST REGIMENT OF ARTILLERY.

Colonel.	DUTY OR STATION.
Abram Eastis,	On leave
<i>Lieutenant Colonel.</i>	
John B. Walbach,	Fort Severn, Annapolis
<i>Major.</i>	
B. K. Pierce,	Com'g reg't. H. Q. Plattsburgh, N. Y.
<i>Captains.</i>	
Fabius Whiting,	Lancaster, Mass. (invalid)
H. Saunders,	Fort Washington
R. M. Kirby,	Com'g Hancock Barracks
Giles Porter,	Com'g at Rouse's Point, N. Y.
D. Van Ness,	Plattsburgh
Justin Dimick,	Recr'g at Portsmouth, N. H.
D. D. Tompkins,	A. Q. M. Trader's Hill, Geo.
L. B. Webster,	Hancock Barracks, Houlton, Me.
George Nauman,	Hancock Barracks
Francis Taylor,	Plattsburgh
<i>First Lieutenants.</i>	
Timothy Green,	A. C. S. Fort Monroe
James R. Irwin,	A. Q. M. Philadelphia.
John H. Winder,	Adjutant—Head Quarters
E. S. Sibley,	A. Q. M. Savannah
M. Knowlton,	Instructor of Artillery, West Point
James H. Prentiss,	A. D. C. to Gen. Eastis
John B. Magruder,	Plattsburgh
E. A. Capron,	Plattsburgh
Wm. H. Betts,	Irwinton, Ala. (sick)
G. G. Waggaman,	Ass't Inst'r. Tactics, West Point
Martin J. Burke,	Recr'g service, Battleboro', Vt.
John S. Hatheway,	A. C. S. Charleston, S. C.
Wm. E. Aisquith,	Plattsburgh
James L. Donaldson,	Recr'g service, Boston
Wm. W. Mackall,	Florida
Israel Vogdes,	Ass't Prof. Math. West Point
Bennett H. Hill,	Hancock Barracks

Wm. H. French,	Highgate, Vt.
Joseph Hooker,	Rouse's Point, N. Y.
Wm. H. Fowler,	Arsenal, Vergennes, Vt.
<i>Second Lieutenants.</i>	
Isaac S. K. Reeves,	Plattsburgh (sick)
Henry C. Wayne,	Plattsburgh
Irvin McDowell,	Hancock Barracks

#### SECOND REGIMENT OF ARTILLERY.

<i>Colonel.</i>	
James Bankhead,	On leave
<i>Lieutenant Colonel.</i>	
Ichabod B. Crane,	Com'g reg't. H. Q. Buffalo, N. Y.
<i>Major.</i>	
M. M. Payne,	Detroit
<i>Captains.</i>	
R. A. Zaninger,	On route to join his post
G. S. Drane,	Com'g Fort Niagara
C. S. Merchaut,	Fort Gratiot
Allen Lowd,	Rochester, N. Y.
Sam. Mackenzie,	Recr'g service, Newark, N. J.
James Green,	On leave
Wm. C. DeHart,	Elizabethtown, N. J.
C. F. Smith,	Instructor of Tactics, West Point
M. M. Clark,	A. Q. M. St. Louis
J. B. Grayson,	Com. Sub. New Orleans
<i>First Lieutenants.</i>	
John C. Casey,	Com. Sub. New York
Rich. H. Peyton,	A. Q. M. St. Marks, Fla.
Edmund Schriver,	A. A. G. temporary duty in Fla.
James Duncan,	Fort Niagara
T. P. Ridgely,	A. C. S. St. Augustine.
Horace Brooks,	Ass't Prof. Math. West Point
H. L. Kendrick,	Ass't Prof. Chemistry, W. Point
S. J. Bransford,	Ass't Prof. Math. West Point
R. A. Lother,	Detroit
J. F. Roland,	Buffalo
M. L. Shackelford,	Recr'g service, Cleveland, O.
Robert Allen,	Recr'g service, Utica, N. Y.
C. B. Daniels,	Detroit
E. W. Morgan,	On leave
W. W. Chapman,	Buffalo, N. Y.
L. G. Arnold,	Detroit
F. Woodbridge,	Detroit
E. D. Townsend,	Adjutant—Buffalo
H. C. Pratt,	Buffalo
John Sedgwick,	Buffalo
<i>Second Lieutenants.</i>	
Wm. Armstrong,	Fort Niagara
A. E. Jones,	Detroit
Wm. B. Blair,	Fort Niagara
Lucius Pitkin,	Recr'g service, Lockport, N. Y.
Wm. F. Barry,	Fort Niagara
Wm. A. Nichols,	Detroit
Leslie Chase,	Detroit

### MILITARY INTELLIGENCE.

#### QUARTERMASTER'S DEPARTMENT.

The following changes have taken place in the Quartermaster's Department since the 20th of February last:

Major Eneas Mackay, Q. M., relieved from duty in Philadelphia, and assigned to the New York station.  
Capt. J. M. Washington, A. Q. M., resigned.  
Capt. G. H. Crossman, A. Q. M., on duty in Boston.  
Capt. E. B. Alexander, A. Q. M., on duty with Major Belknap, on the military road from the Arkansas to the Red river.

Capt. J. R. Irwin, A. Q. M., Philadelphia.  
Capt. M. M. Clark, A. Q. M., assigned to duty at St. Louis, to relieve Lt. Col. Brant.  
Capt. J. W. McCrabb, A. Q. M., on leave of absence.  
Capt. E. B. Babbitt, A. Q. M., Hancock Barracks, Me.  
Capt. W. S. Ketchum, A. Q. M., appointed 29th Feb., assigned to duty in Florida.

QUARTERMASTER GENERAL'S OFFICE, }  
May 6, 1839. }

*Medical Staff*—Surgeon DeCamp, now at Cincinnati, to repair to Jefferson Barracks, and there relieve Ass't Surgeon Wright; the latter, on being relieved, to proceed to New York, and report to Surgeon Mower President Medical Board.

*Topographical Engineers*—Captain W. Hood, assigned to the duty of "marking the boundaries between the Indian tribes west of the Mississippi," and left Washington May 8th.

**2d Dragoons**—Captain E. S. Winder ordered to relieve Capt. B. L. Beall, at Baltimore, on recruiting service; the latter to join his company. 1st Lieut. R. B. Lawton, placed on temporary recruiting service at Carlisle, Pa. The non-commissioned staff and band arrived at Fort McHenry, Baltimore, on the 2d instant, under charge of Lieut. and Adj't Ashton.

**4th Artillery**—All the companies, except H, have arrived at New York, and taken post at Fort Columbus. Lt. Col. Fanning commands the regiment; Bvt. Major J. Erving, acting Major; Lieut. J. H. Miller, Adjutant; Lieut. D. H. Tufts, A. A. Q. M. and A. C. S. Lieut. Miller has opened a rendezvous for the regiment in New York. The following officers are at present serving with their companies, the remainder being on detached service, on leave, or under orders to join:

A—2d Lieut. T. Williams, com'g.

B—1st Lieut. J. P. J. O'Brien, com'g.

C—1st Lieut. R. C. Smead, com'g; 1st Lieut. G. C. Thomas.

D—1st Lieut. A. E. Shiras, com'g; 2d Lieut. T. L. Ringgold.

E—Capt. W. W. Morris, 1st Lieut. E. Deas; 2d Lt. E. Bradford.

F—Lt. W. P. Bainbridge; 2d Lieut. C. F. Wooster.

G—Capt. J. Munroe; 2d Lieut. J. H. Bates.

H—1st Lieut. F. E. Hunt, com'g; 2d Lieut. T. L. Brent.

K—1st Lieut. W. G. Freeman, com'g.

2d Lieut. J. C. Pemberton, attached to H co., also present at Fort Columbus for duty.

Assistant Surgeons J. P. Russell, E. H. Abadie.

**3d Infantry**—The Colonel directed to suspend the recruiting for his regiment at New Orleans, from the 15th of June to the 1st Nov. Capt. B. Walker arrived at Fort Jessup, April 8, with 69 recruits from New Orleans. Leave for two months to 21 Lieut. J. M. Smith.

**5th Infantry**—Lieut. D. Ruggles arrived at Jefferson Barracks on the 23d April, with 96 recruits, destined for Fort Crawford. 2d Lieut. G. Deas arrived at Fort Crawford, prior to the 16th April, with a small detachment of recruits from Fort Dearborn. Lieut. Deas declines the transfer to the 1st dragoons.

**8th Infantry**—Leave until Aug. 31 to 1st Lieut. T. Johns, for the benefit of his health.

## NAVY REGISTER.

<i>Surgeons.</i>	<i>DUTY OR STATION.</i>
Jonathan Cowdery,	Rendezvous, Norfolk
Wm. P. C. Barton,	Navy Yard, Philadelphia
Thomas Harris,	Waiting orders
William Turk,	Waiting orders
John A. Kearney,	Marine Barracks, Washington
Bailey Washington,	Waiting orders
William Swift,	North Carolina, 74
Thomas B. Salter,	Waiting orders
Peter Christie,	Rendezvous, New York
Samuel Jackson,	Navy Yard, Washington
Thomas Williamson,	Naval Hospital, Norfolk
George S. Spruston,	Baltimore Station
Bonajah Ticknor,	Fleet Surgeon, Mediterranean
Mordecai Morgan,	Waiting orders
James Cornick,	Navy Yard, Norfolk
Charles Chase,	Navy Yard, Portsmouth, N. H.
D. S. Edwards,	Waiting orders
Isaac Hulac,	Fleet Surgeon, W. I. squadron
John S. Wily,	Navy Yard, Pensacola
George Terrill,	Naval Hospital, do
John Haslett,	Fleet Surgeon, E. I. squadron
Waters Smith,	Fleet Surgeon, Brazil squadron
Benjamin F. Bache,	Sloop Fairfield
A. A. Atlee,	Naval Hospital, Chelsea
Thomas Dillard,	Fleet Surgeon, Pacific
Stephen Ryalje,	Naval Hospital, New York
James M. Greene,	Waiting orders
John R. Chandler,	Waiting orders
B. R. Tinsler,	Sloop St. Louis
George W. Codwise,	Waiting orders
G. R. B. Horner,	Naval Asylum, Philadelphia
W. S. W. Raschenberger,	Rendezvous, Philadelphia
Samuel W. Ruff,	Waiting orders
William Johnson,	Navy Yard, New York
Samuel Moseley,	Waiting orders
Robert J. Dodd,	Rendezvous, Boston
Wm. Fairlie Patton,	Sloop Levant
Edmond L. DuBarry,	Steam ship Fulton

Henry S. Coulter,	Sloop Lexington
John F. Brooke,	Waiting orders
Millin Coulter,	Rendezvous, Baltimore
William Whelan,	Sloop Falmouth
Samuel Barrington,	Waiting orders
Thomas L. Smith,	West India squadron
George Blackwell,	Sloop Natchez
Horatio N. Glenworth,	Waiting orders
Lewis B. Hunter,	Sloop Cyane
John C. Spencer,	Sloop Boston
George Clymer,	Waiting orders
Isaac Brinkerhoff,	North Carolina, 74
Wm. Maxwell Wood,	Steamer Poinsett
J. Vaughan Smith,	Sloop Vandalia
Jones W. Plummer,	On leave
George B. McKnight,	Waiting orders
Solomon Sharp,	Coast Survey
Daniel Egbert,	Sloop Warren
Amos G. Gambrell,	Sloop Ontario
Wm. A. W. Spotswood,	On leave
Jona. M. Foliz,	Hospital, Mediterranean squad.
<i>Passed Asst Surgeons.</i>	
John B. Elliot,	On leave
John C. Mercer,	Waiting orders
Samuel C. Lawerson,	Navy Yard, Norfolk
Edward Gilchrist,	Exploring Expedition
John A. Lockwood,	Sloop John Adams
Lewis Wolfley,	Waiting orders
Lewis W. Minor,	North Carolina, 74
William J. Powell,	Navy Yard, Boston
J. Frederick Sickles,	Exploring Expedition
Napoleon C. Barrabino,	Navy Yard, Philadelphia
Henry S. Rennolds,	Navy Yard, New York
M. G. Delaney,	On duty under Lt. Glynn
Wm. F. McClenahan,	Naval Hospital, New York
William L. Vanhorn,	Rec'g ship, Norfolk
Daniel S. Green,	Steamer Poinsett
<i>Assistant Surgeons.</i>	
Daniel C. McLeod,	Naval Hospital, Norfolk
James C. Palmer,	Exploring Expedition
Ninian Pinkney,	Waiting orders
Robert T. Barry,	Marine Barracks, Washington
George W. Peete,	Waiting orders
Charles A. Hassler,	Navy Yard, Washington
Robert Woodworth,	Rec'g ship, New York
David Harlan,	Schr. Enterprize
Victor L. Godon,	Naval Asylum, Philadelphia
Alex'r J. Wedderburn,	Navy Yard, Pensacola
J. Dickinson Miller,	North Carolina, 74
Augustus J. Bowie,	Razee Independence
Rich'd W. Leacock,	Naval Hospital, Norfolk
Charles F. B. Guillou,	Exploring Expedition
John L. Fox,	Exploring Expedition
John S. Messersmith,	Brazil squadron
John J. Abernethy,	Sloop Levant
S. Wilson Kellogg,	Sloop Lexington
Joseph Beale,	Sloop John Adams
William Edward Coale,	Frigate Columbia
Edward J. Rutter,	Schr. Grampus
Richard J. Harrison,	Frigate Columbia
John T. Mason,	Sloop Natchez
James Malcolm Smith,	Ohio 74
Charles Wm. Tait,	Sloop Falmouth
Charles D. Maxwell,	Frigate Constitution
J. W. B. Greenhow,	Naval Hospital, Pensacola
George Maulsby,	Mediterranean squadron
Charles J. Bates,	Ohio 74
William A. Green,	Sloop Vandalia
William Grier,	Mediterranean squadron
Edwin H. Conway,	West India squadron
J. Winthrop Taylor,	Sloop Erie
James Monroe Minor,	Razee Independence
Buckner T. Magill,	Sloop Cyane
Silas Holmes,	Exploring Expedition
Edward H. Van Wyck,	Ohio, 74
Horace Dade Taliaferro,	Schr. Wave
J. Howard Smith,	Brazil squadron
John A. Gniou,	Brazil squadron
James McClelland,	Steam ship Fulton
Samuel Ridout Addison,	Frigate Macedonian
William B. Sinclair,	Brig Consort
Samuel Jackson,	Frigate Constitution
James J. Gray Brownlee,	Sloop St. Louis
Joshua Huntington,	Frigate Macedonian
Robert R. Banister,	Sloop Ontario
John S. Whittle,	Exploring Expedition
Augustus F. Lawyer,	Sloop Warren
Stephen A. McCreery,	Schr. Woodbury



## NAVY.

## ORDERS.

May 1—Lieut. S. E. Munn, steamer Poinsett.

Master A. Ford, to take charge of public property at Sacket's Harbor, vice F. Mallaby; the latter granted leave for 30 days, and then to report for duty on board receiving ship, New York.

3—Gunner A. S. Lewis, ship Levant, W. Indies.

Officers ordered to the St. Louis.

Commander, FRENCH FORREST. Lieutenants, W. G. Woolsey, John Graham, Henry A. Steele, Geo. R. Gray, Surgeon B. R. Tinslar. Asst Surgeon J. J. Brownlee, Purser J. A. Bates. Acting Master B. S. B. Darling-ton. Passed Midshipmen, W. R. Postell, Wm. Pope. Midshipmen, James Foster, H. F. Porter, Thomas Pat-tison, W. W. Polk, Lardner Gibbon. Acting Mid-shipmen, Robert Milligan, Timm. W. Fisk, James Hig-gins. Boatswain John Miller. Gunner B. Bunker. Carpenter C. Jordan. Sailmaker John Begg's.]

## U. S. VESSELS OF WAR REPORTED.

MEDITERRANEAN SQUADRON.—Ship Cyane, Comm'r Percival, sailed from Gibraltar, March 22, for Mahon.

WEST INDIA SQUADRON.—Ship Warren, Comm'r Spencer, arrived at Pensacola, April 20.

Ship Boston, Comm'r Rabbit, at Key West, April 18, bound to New York; arrived at New York on Sunday, in 20 days from Havana, via Key West; fired a salute in passing the city, and passed up the East river to the ship yard.

Ship Ontario, Comm'r McKenney, arrived at Vera Cruz, from Tampico, April 9; at Sacrificios, April 16.

Ship Vandalia, Comm'r Levy, at Vera Cruz, April 9. Packet brig Consort, Lt. Com'dt. Gardner, sailed from New Orleans for New York, April 25. Officers: W. H. Gardner, Esq., Lieut. Commanding; M. Lewis, H. T. Wingate, J. Hall, W. C. Crancey, Passed Midship-men, acting as lieutenants; W. R. McKinney, G. W. Rodgers, Midshipmen; J. Sloan, Captain's Clerk.

Packet schr. Woodbury, Lt. Com'dt Nicholas, was at New Orleans, April 30, with \$50,000 in specie on board.

EXPLORING EXPEDITION, arrived at Orange Harbor, Terra del Fuego, by the way of Rio Negro, on the 17th Feb., in 40 days from Rio Janeiro, all well and in fine spirits. The Relief arrived some time previous. The Porpoise, Lieut. Ringgold, with Capt. Wilkes, com-mander of the expedition, on board; the tender Sea Gull, Lieut. Johnson, in company, sailed on the 25th Feb., on a cruise to the South; the Peacock, Capt. Hudson, and tender Flying Fish, sailed same day on a cruise South. The Vincennes remained at Orange Harbor, engaged in surveying. The Relief, Lt. Com'dt Long, with the naturalists on board, is engaged on a cruise to the Straits of Magellan.

## REVENUE CUTTER SERVICE.

Cutter Dexter, Capt. Day, has returned to Charle-son, from a cruise, examining, taking up, and putting down buoys on the several bars. Officers: Captain ROBERT DAY, L. C. Harby, 1st Lieut., John Walker, 2d Lieut., Wm. Wallace Smith, 3d Lieut.

It is stated in the New York Evening Post that the revenue cutter Rush will hereafter cruise between the Battery and Sandy Hook; and that arrangements are also in progress for the construction of a steam cutter to be placed on that station.

## MARRIAGES.

In Philadelphia, on Tuesday, 29th ult., Dr. THOMAS HARRIS, of the U. S. Navy, to ESTHER WHITE, daughter of the late Gen. Wm. McPHERSON.

In Philadelphia, on the 2d inst., by the Rev. THOMAS R. LAMBERT, Chaplain U. S. navy, Lieut. JAHÉZ C. RICH, of the U. S. Marine Corps, to Miss ELIZABETH daughter of Dr. EDW. HUDSON

## CAMBOOSE IRON.

NAVY COMMISSIONER'S OFFICE,

May 8, 1839.

PROPOSALS, sealed and endorsed, will be received at this office until 3 o'clock, p. m. of the first day of June next, for furnishing and delivering at the Navy Yard, Washington, D. C., all the Plate, Bar, and Rivet Iron necessary in the construction of twelve cambooses for sloops of war of the 1st class, and ten cambooses for

schooners; each camboose requiring the number and description of plates, bar, and rivet iron following, viz: FOR FIRST CLASS SLOOPS OF WAR.

List of iron required for one camboose for a sloop of war of the first class.

Plates.	Long.	Wide.	Thick.	Bar iron for one camboose.
No.	ft. in.	ft. in.	inch.	Bar. Length.
2	4 6	2 0	3 8	No. ft. in.
3	4 6	1 4	3 8	3 of 11 0 4 in. wide, 5-8 thick.
1	4 4	1 1	3 8	2 9 0 1 3 4 do 1-2 do
1	4 4	1 10	3 8	7 9 4 1 1 4 square.
1	4 4	0 9	3 8	2 10 0 3 4 square.
1	4 6	1 6	5-16	3 6 0 1 1 8 round.
1	3 9	1 2	5-16	H1 2 0 9 in wide, 3-4 thick.
2	2 6	1 7	1 4	H2 3 0 1 2 by 1 1 2
1	4 4	1 8	3 8	1 10 0 7-8 round.
1	4 4	1 3	3 8	1 6 0 1 1 2 round.
1	4 4	2 6	3 8	Corner or Flanch Iron.
2	5 1	2 1	3 8	2 9 0 4 in. wide, 1-2 thick.
2	4 8	2 1	3 8	2 9 0 3 by 3 8
1	2 9	1 8	3 8	1 7 0 4 by 3 8
1	2 9	2 0	3 8	1 5 0 4 by 3 8
1	4 6	0 7	1-4	1 5 0 4 by 1-4
2	3 2	0 7	1-4	6 9 0 4 by 3 8
1	4 2	0 1	4-16	2 8 0 4 by 1-2
1	4 6	1 3	3 8	200 pounds of round iron for ri-
1	5 6	2 6	1-16	verts, 5-8 diameter.

26 plates.

The plate iron should be of the best quality, rolled exact to thickness, sheared to the given size, and kept straight and level.

The bar iron, with the exception of the pieces marked H, to be rolled; the edges full and square. Those two pieces marked H, to be of hammered iron, and not rolled.

The flanch iron to be rolled, and must bear to be swaged to a right angle lengthwise, without cracking.

The whole of the bar iron to be cut to the length, and no tails or raw ends left.

## FOR SCHOONERS.

List of iron required for one camboose for a schooner.

Plates.	Long.	Wide.	Thick.	Bar iron for one camboose for schooner.
No.	ft. in.	ft. in.	inch.	Bars. Long.
3	3 0	2 6	1-4	No. ft. in.
2	3 5	1 8	1-4	5 6 0 3 in wide, 3-8 thick.
2	3 3	1 8	1-4	3 7 0 3 by 3-8
1	1 8	1 5 1	1-4	5 7 0 3 by 1 4
1	1 8	1 2 1	1-4	1 5 0 3 5 by 1 4
1	3 0	0 11	1-4	2 6 0 2 by 1-4
1	3 0	1 0 1	1-4	1 5 0 1 3 4 by 3-8
1	2 6	9	1-4	1 6 0 1 1 4 by 3-8
1	3 6	1 2	1-4	4 6 4 1 inch square.
1	3 4	10	1-4	3 5 6 5-8 square.
1	2 10	2 1	1-8	2 6 6 3 4 round.
1	3 0	1 7	1-16	60 pounds of half inch round iron
1	3 0	1 7	3-8	for rivets.

18 plates.

The above plate iron to be of the best quality, rolled exactly to thickness, sheared correctly to the size, and kept straight from the shears.

The bar iron to be rolled, with square edges; all the flat iron must bear to swage to a right angle lengthwise, without cracking; to be cut to the proper length, and no tails or raw ends left.

All the aforesaid camboose iron must be of American manufacture, and free from flaws, cracks, and all other defects.

On delivery, the said camboose iron will be submitted to such test as may be necessary to prove its good quality and conformity to the schedule, which will form a part of the contract, under the directions of the commanding officer of the navy yard, Washington, D. C., and must be entirely to his satisfaction, or it will be rejected, and the contractor or his agent will be required to remove it from the navy yard without delay.

Ten per centum will be withheld from the amount of each delivery made, as collateral security, in addition to the bonds to be given to secure the performance of the respective contracts, which will in no event be paid until the contracts are complied with in all respects.

Ninety per centum will be paid within thirty days after bills for the said iron shall be approved and presented to the Navy Agent.

May 9—1d

# ARMY AND NAVY CHRONICLE.

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WASHINGTON, THURSDAY, MAY 16, 1839.

[WHOLE No. 223.]

## CONGRESSIONAL DOCUMENT.

### LIGHT HOUSE ESTABLISHMENT.

*Letter from the Secretary of the Treasury, transmitting a report of the Fifth Auditor, in relation to the execution of the act of the 7th July last, for building Light-houses, Light-boats, &c.*

[Dec. 13, 1838. Read and laid upon the table.]

### EXTRACTS FROM THE REPORT OF LIEUT. GEO. M. BACHE.

By a clause in the third section of the act, the officers making the inspection under it are required also "further to report whether, in their judgment, the public interest requires any modification of the system of erecting, superintending, and managing the light houses, light boats, &c., and if so, in what particulars." The fulfilment of this duty is entered upon with diffidence, after a due consideration of the magnitude of the interests affected by the proper organization, efficiency, and economical administration of the establishment in question.

In order to present the subject properly and in a connected form, it may be well to take a hasty review of the progress and management of the light house establishment from its origin to its present organization, as detailed in authentic public documents.

It appears that immediately after the formation of our Government, and prior to the year 1759, the few light houses then existing were maintained at the expense of the States in which they were situated. By an act of Congress passed in 1789, the expense of their maintenance was assumed by the United States, and their management confided to the Treasury Department, with which it has ever since remained. The first light house erected by the General Government was that upon Cape Henry, in 1791; and from that date to the year 1800, eight new lights were established, making the total number 16. They were placed upon the most frequented and dangerous points of the northeastern and middle portions of the Atlantic coast; three of them are within the present third district, and will be more particularly referred to. Prior to the year 1812, the number of light houses had increased to 49, and their establishment extended along the southern coast to Louisiana; the buildings were generally constructed by contract, and were inspected, before being received, by the superintendents of the districts in which they were situated. The lanterns were furnished with the common spider lamp, without lenses or reflectors; and the oil for their use was stored in the custom houses, and delivered at the light houses as it was required.

In the year 1812 an improvement was made in the lighting apparatus, by the substitution of argand lamps for the common lamps then in use, and the addition of metallic reflectors. This was effected by a contract entered into by the Secretary of the Treasury with Mr. Winslow Lewis, of Boston, by which the United States purchased of Mr. Lewis his "patent right to the plan of lighting light houses by reflecting and magnifying lanterns," for the sum of \$30,000; the contractor agreeing to fit up, according to said plan, all the then existing light houses, and those that should be established in the following two years, so that the new apparatus should give a more brilliant light, with a supply of one-half the oil formerly consumed; the expense of materials, making, and fitting the apparatus, being borne by the United States. The reflector then introduced, and to a great extent still in use, is made of copper, plated with silver on its concave surface, which is

modelled into the shape of a paraboloid; this reflector is similar in form and material to those placed in the light houses at Inch Keith, in the Frith of Forth, in the year 1803, and is similar in form to those composed of facets of mirror glass, which were in use in the Scottish lights as far back as the year 1786. The lens employed in conjunction with the argand lamp and reflector, is a mass of impure glass weighing over 8 lbs., and has already been described in the account given of light No. 1.

Up to the year 1822, the number of light houses had increased to 70; they were supplied with oil, &c., under a contract entered into with Mr. Lewis, who received from the United States one-half the oil previously consumed in their maintenance. Contracts for oil have since been made with other individuals; and differ from this, by substituting a certain sum for the maintenance of each light, in lieu of the former mode of payment.

At the commencement of the present year, there were in operation upon the sea coast, and the shores of the great inland waters of the United States, 204 light houses, together with 25 light boats, which are placed near dangerous reefs and shoals, where it is difficult or impossible to procure a secure foundation for a permanent building.

The system under which this establishment has thus increased, and is at present conducted, it is now necessary to examine; and, in so doing, the facts elicited by the examination of the lights will be referred to, in order to show its practical operation; seeming defects in the system will be pointed out, and, in obedience to my instructions, such propositions made for its modification as the public interest may appear to require.

The authority for establishing a new light house is derived from the act of Congress making the appropriation for its erection; such appropriations are generally made upon the representations of petitioners that by the object proposed the navigation in its vicinity will be benefitted. Prior to 1837, no strict inquiry appears to have been instituted, in order to ascertain the necessity for establishing the new lights applied for, the amount of benefit to be derived from them, or the injury liable to be produced by their multiplicity; and as the check upon improper applications, created by the imposition of a direct tax upon vessels passing a light, does not exist in this country, it is not surprising that light houses have been applied for, and placed in situations where the service rendered by them has not warranted the expense of their construction and maintenance; and by those acquainted with this mode of application, it will easily be understood why the comparatively safe shores of populous districts are seen in many instances studded with lights, while on the unsettled, though much frequented and dangerous portions of our sea-coast, they are of much rarer occurrence. This defect in the light house system has already attracted the attention of Congress. By one of the sections of the act making appropriations for new lights in the year 1837, it was provided that, before the improvements specified in the act should be commenced, an examination of their proposed sites should be made, and their usefulness inquired into and reported favorably upon by the Board of Navy Commissioners. By the operation of this provision of the law, the construction of 31 of the proposed buildings, involving an expenditure of \$168,700, was suspended; but while a strict examination of this nature will arrest the construction of buildings of little or no utility, something further appears to be required in order to render the system more equal

in its operation over the different portions of the country.

The appropriation for a building is not founded on an estimate made after having the proper site selected, and the plan of building calculated for it drawn up; but the building is made according to the appropriation and site. In some instances the appropriations have not been sufficient, and works of real importance have been delayed; in others, unsuitable buildings have been erected, in order to bring their cost within the sum to be expended. A light being authorized, the site for it is selected by the superintendent of the district under which it falls; this superintendent is always a collector of the customs; but the duty which thus devolves on him often requires the peculiar knowledge both of the engineer and the seaman. The nature of the foundation, the action of the sea and of the currents in its immediate neighborhood, are among the subjects which require the consideration of the former, while the selection of that position from which the light would afford the greatest assistance to the mariner, is particularly the province of the latter.

The destruction of much public property might have been prevented by a more judicious selection of these sites, and the public interest evidently demands a reform in this particular. In most instances, the plan of the building is furnished from the office of the Fifth Auditor, and the superintendent of the district advertises for proposals to build, in accordance with it. A suitable mechanic is then employed to see that the work is properly done, and upon his certificate, it is accepted. It cannot be denied that, under this system, many buildings have been badly constructed. Within the third district, it is seen that the houses or towers at lights Nos. 4, 7, 21, 23, 26, 28, and 29, are of this description; and the beams which were destroyed at Black Rock and Bridgeport, also afford striking instances of the misapplication of the public money. All these works, built under the economical system of contract, and intended to be permanent, have not stood the proper test of true economy. The check upon contractors imposed by the supervision which has been referred to, has had but little effect in securing good workmanship, or the faithful performance of their contracts, and it is worthy of remark, that the oldest buildings are now in the best condition; the towers, in particular, of lights Nos. 9, 14, 24, and 13. The three first, erected at the close of the last century, afford a striking contrast to many of those of very recent construction.

The light boats are built under the same contract system, according to plans furnished from the office of the Fifth Auditor, and it is found that on the southern coast, particularly, they are so much injured by dry-rot in the course of four years, "as to cost nearly as much in repairs as would build new vessels." The unseasoned state of their timbers is the probable cause of this rapid decay, and indicates the proper remedy to be applied.

The proper adaptation of these vessels to their stations was not always been attended to; this is observed in the instance of light boat No. 15, which is wholly unfit for the position she occupies, and a want of proper forecast has been shown in the provision for mooring light boat No. 22. These may be exceptions to the general system, but, having occurred under it, they are deemed worthy of attention.

A light house being under contract, separate proposals are at the same time received for fitting it, agreeably with Mr. Lewis's lamp and reflector, and every thing necessary to keep up the light. There is no copy of the specifications of the patent taken out for this apparatus in the office of the Fifth Auditor; but it appears that in thirty-four of the light houses first fitted up by Mr. Lewis, lenses were employed with the smallest class of reflectors. Within the third district they are now in use in light

houses Nos. 1, 17, and 18, and were formerly employed in Nos. 10 and 17. The object of these lenses appears to be to decrease, by refraction, the divergence of that portion of the direct rays from the lamp which fall upon them; but, at the same time, they receive and refract the rays already reflected from the mirrors. The effect these lenses are intended to produce adds very little to the light; and if it be considered that they are very thick, and generally of very impure glass, it will appear that they must absorb much more light than is made up by it; and when placed so as to increase greatly the divergence of the reflected light, as lights Nos. 1 and 17, they are of still greater injury.

The use of these lenses has been discontinued, as the apparatus to which they belonged has required renewing.

The paraboloid form is generally considered the best that has yet been adopted for the reflectors of light houses, that figure having the property of reflecting, in parallel rays, the light radiating from its focus, and producing a divergence or convergence in the reflected rays, according as the flame from which they proceed is nearer to or farther from the vertex of the reflector than the focus. In order to produce the best results from its employment, great care and accuracy are required—

1. In modelling the reflector to the proper form, in securing the permanency of its figure, and giving it a good reflecting surface.

2. In adapting the lamp to the reflector, so that its flame may be in the position which will produce the proper divergence of the reflected light.

3. In placing the axis of reflector in the direction in which the strongest light is required, which is generally on the horizontal line.

Let us examine how these conditions have been fulfilled under the present system.

1. It has been seen that, in some instances, reflectors of a different form from that required by law have been furnished and received. At lights Nos. 24, 27, 28, 29, and 34, they are spherical; and those in Nos. 1, 2, 5, 17, and 18, are so much bent, that it would be difficult to determine the forms originally given them. This latter defect is owing to the great lightness of the reflectors, as many of them are made of metal of which five, and even eight, square inches weigh but a single ounce. In the last mentioned lights, together with Nos. 4, 6, 11, 16, 19, and 26, the reflecting surface of the mirrors is injured by the abrasion of the silver. In some instances this is effected in the ordinary process of cleaning, and in others it is occasioned by the friction required to free it from the lampblack deposited, owing to the shortness of the tube glasses.

2. The reflectors, in some cases, have not been placed in the positions calculated to produce the best effect; the most remarkable instances of this occur in lights Nos. 19, 23, and 26; but the fixtures in many more of the establishments are such that they are easily put out of adjustment.

3. Owing to the imperfect mode of securing the reflectors to the lamps, and the improper fixtures of the latter, which have already been alluded to, it is found that in lights Nos. 1, 3, 7, 12, 17, 21, and 31, the axes of the reflectors are not on the horizontal line, and are generally elevated above it. By this arrangement, the strongest portion of the reflected light is thrown upwards, and can never meet the eye of an observer from the water.

It is apparent, then, that under the present system a moderate degree of efficiency has not been secured, even in the simple catoptric instruments now in use; and while, by other nations, the aid of science has been called in to render more perfect the different methods of illumination, many of those intrusted with the fitting up and management of the light establishment in this country, have been, in a great measure, ignorant of the nature of the instruments which are its very essence.

The manner in which the oil, wicks, and tube glasses are supplied, is explained in the accompanying letter from the Fifth Auditor. These articles are delivered by the contractors at the different light houses, generally in the months of June or July. Should the lighting apparatus require repairs at this time, they are made while the oil vessel is waiting, and are, consequently, done hastily, and in a very imperfect manner.

Within the third district it was found that the winter oil last delivered had not been tested in any one establishment; and in case oil of bad quality has been furnished, the fact will not be discovered until the oil is required for immediate use. Such was the case, I was informed by the light-keeper at the Morgan's-point light, in the winter of 1836-37. The report of the keeper of Block Island light, for the year 1837, also shows that the oil consumed there throughout the last quarter of that year was of the second quality; and in the report of the keeper of Sand's-point light, for the same year, the oil is stated to be not of the first quality. By testing the oil immediately on delivery, and according to a certain standard, this difficulty would be removed, and justice done to both contracting parties.

The modifications required to render the present light establishment more effective, are suggested by the operation of the system under which it is organized. They have already been touched upon in the foregoing examination, and will now be briefly recapitulated.

1. More accurate information respecting the utility of a light appears to be required before its establishment is authorized. This will be obtained by the examination of the locality by persons possessed of the requisite hydrographical and nautical information, and by inquiring into the magnitude of the trade proposed to be benefited.

2. The exact site for the building should be determined on, upon examination by an engineer and a seaman conjointly, in order that the position which will best show the danger to be avoided may be selected, and, at the same time, a proper foundation for the building may be secured.

3. The appropriation should be based upon an estimate made after the plan of building suited to the locality, and the nature of the lighting apparatus, have been determined on.

4. The faithful construction of the light houses, light boats, and beacons, should be better provided for.

5. More knowledge and care are required in the construction, adjustment, and repairing of the lighting apparatus, and in adapting it to the different light stations; and provision should be made for the introduction of such improvements as may be, from time to time, suggested in the illuminating apparatus.

6. The inspection of the oil on delivery, so as to receive a supply of that article of the best quality, is of the highest importance. It may be proved by the oleometer, an instrument founded on the known difference in the specific gravity of sperm and whale oil, and which has already been adopted by one of the States as the standard for the purity of the former, and it may be subjected to trial by reduction of temperature, and by burning.

7. A more vigorous superintendence, and more rigid inspection, are required; to obtain which, the number of district superintendents should be decreased, and appointments made with the especial view to that service. The keepers of the light houses should be made acquainted with the nature of the apparatus they have in charge, and be instructed in the best manner of preserving it in good condition.

8. A more uniform system of buoyage is required, and its benefits should be equally extended over the navigable waters of the Union.

In order to obtain these requisites, I would most respectfully recommend that, in addition to the present head of the light establishment, the offices of inspector, engineer, and optician, be created:

That the office of inspector be filled by an officer selected from the naval service, whose duty it shall become to examine the localities proposed for new lights; to select the sites for light houses, in conjunction with the engineer; to determine on the positions in which to place the light boats; and to inspect, periodically, the light houses, light boats, and buoys.

That the office of engineer be filled by an officer of the corps of engineers, whose duty it shall be to examine and select the sites for proposed buildings, in conjunction with the inspector; to form plans and make estimates for buildings, and supervise their construction and repair.

That the light boats should be constructed of the most approved models, and of the best materials, at the different navy yards, and delivered to the light department when in readiness to be placed upon their stations.

That the office of optician be filled by an individual possessing suitable attainments, whose province it shall be to decide upon the apparatus proper for each station; and who shall superintend the making of the lamps, reflectors, and such other instruments as may be required in his department, and make periodical examinations of the different light establishments.

I would, also, respectfully recommend that a depot for oil and other supplies for the lights, and for the materials for buoys, be established in each of the present districts on the coast; and that an officer be detailed from the naval service, to whom the immediate superintendence of each district shall be confided; that it shall be the duty of each district superintendent to make himself acquainted with the navigation of his district, and make himself acquainted with the facilities it requires; to visit, frequently, the different light stations, and ascertain that they are in good order and properly kept; also, to inspect the oil and other supplies on delivery, and distribute them as required at the lights, and superintend the buoyage of his district; and that for these purposes a small vessel be provided and placed under his control; and that all the above mentioned officers be under the direction of the head of the light establishment, to whom all reports shall be made, and whose duty it shall be, as at present, to make the necessary contracts, and exercise a general supervision.

All of which is respectfully submitted.

Your most obedient servant,

GEORGE M. BACHE.

*Lieut. U. S. Navy.*

Hon. LEVI WOODBURY,

*Secretary of the Treasury, Washington.*

#### EXTRACTS FROM THE REPORT OF LIEUT. WM. D. PORTER.

SIR: As the lights along our Atlantic coast and within our numerous lakes, bays, and harbors, have become too numerous for one person, without assistance, (however industrious or intelligent he may be,) to supervise or bring into a proper system of successful operation, under a judicious and economical arrangement, it therefore appears to me that the inconveniences and dangers which may have arisen from a defect of this nature, may be obviated by creating a department exclusively for this purpose, and unconnected with any other, having at its head an officer with suitable qualifications, with others under him attached to different districts, who, by furnishing to the head of the department all necessary information, and acting in obedience to his orders, will give uniformity and efficiency to the whole system. By the adoption of this system, the head of the

department will be enabled to give *authentic*, prompt and extensive information to all interested for the security of life and property exposed to the dangers of the ocean and in the inlets on our coast. I offer the foregoing suggestions to create a department, on the ground of the established fact, that nothing so much tends to the able performance and despatch of duties as a judicious division of them among officers of activity, zeal, and intelligence. It is by these means that prompt, certain, and full information can be obtained and disseminated by a department so organized. It would be out of place in me to offer any detailed plan for organizing the department aforesaid, inasmuch as it will belong to others, whose elevated station, experience, and superior qualifications, are much better adapted to the undertaking. It may, however, be permitted for me to suggest that the head of such a department might have not only the supervision and direction of the light houses, light boats, beacon lights, buoys, &c., and the officers appertaining to the same, but that, in addition thereto, it should be his duty to make contracts with the various individuals within the range of his authority, whom it may be necessary to employ to meet the objects of Government, and benefit and secure that portion of our commercial and maritime interests for which it is especially intended; that he should have the settlement of all accounts with those having relations with the department; and in all cases where repairs or new light houses, light boats, buoys, &c., may be required, that plans and proposals for the same shall be submitted to him for his consideration and decision, under such regulations as Congress may prescribe. In order that the head of the department may have every light to enable him to make a judicious selection of sites, &c., it would be very advisable to have associated with him in these duties a skillful engineer and optician. Under the system herein proposed, frequent inspections of the light houses, light boats, beacon lights, and buoys, would be advisable. I, therefore, recommend that, if this plan, in whole or in part, be adopted, vessels of a light draught of water be purchased or built, and placed under the command of the district inspectors; these vessels could be constantly and profitably employed, when not otherwise engaged, in delivering all the articles necessary for the light houses light boats, beacon lights, placing and replacing the buoys. By this arrangement the department will not have to acquire information from irresponsible persons, or rely upon the representations of *contractors*, light house or light boat keepers, petitioners, and owners of land, whose views are seldom elevated above selfish considerations.

The present system, of placing different districts under the care of collectors of customs, was, perhaps, suitable to the state of things at the period of its adoption, and was possibly a useful modification of the plan which preceded it; but the increase of commerce, and the changes produced by time, place the existing system in the same relation to the present times as the ancient one bore to the period of the last modification. The prematurely dilapidated and decayed condition of some of the light houses and light boats evidently manifests a defectiveness either in the manner of contracting for them, or a want of skill in the architects or constructors. The principle which has heretofore prevailed, of giving the contract to the lowest, without taking into consideration the best applicant, though it may appear to be founded upon the principles of economy, will not always prove to be the most advantageous. The anxiety of individuals to secure the contract may induce them to offer terms which cannot be honestly complied with without a loss; to save which, the work must be either slighted, or unsuitable materials must be employed. It may be thought that a department from the principle of giving the contracts to the lowest bidder, would open a door to favoritism; but I

would suppose that little apprehension of this kind could exist with regard to a department conducted by individuals, who owe their situations to irreproachable character and acknowledged talents. But, in either case, whether the contracts be given to the lowest or best bidder, I esteem it important that the Government should construct and build the light houses, boats, and beacons, under the inspection of competent engineers and architects. The contractors are generally bound down to so low a sum in building, &c., that they are compelled, to save themselves from loss, to use materials of the cheapest, and generally of the worst kind. I, therefore, recommend that the present system of contracting for the erection of light houses be abolished, and their erection placed under the management of a competent engineer. I will here take occasion to observe, that the main tower erected on Cape Henlopen, years previous to the American Revolution, is at present strong and solid, without crack or flaw in the workmanship, and still exhibits evidence of continued durability; whereas the tower at Fire island inlet, built, apparently, after the model of that at Henlopen, is of modern date, has undergone several repairs, and is yet leaky.

The essentials in building light houses are economy, durability, and usefulness. The first and second essentials cannot be obtained in the highest degree under the present contract system; this is fully proved by the condition of the modern buildings. The last and greatest object has also failed, as the object of a light is not only to be *seen* at the greatest distance the rotundity of the earth will permit, but to be seen at that distance *distinctly*; this object has not been attained. Few of the light houses in the fourth district can be seen *distinctly* as far as the rotundity of the earth will admit.

The following important lights can be seen at the distance herein mentioned, but not so distinctly as to free the mind of the observer of all uncertainty with regard to the identity of the light: Sandy Hook light, 13 miles; Neversink light, 20 miles; Cape May light, 12 miles; Cape Henlopen light, 18 miles; Cape Henry light, 16 miles.

I do not attribute the defects of our lights to an insufficient number of lamps, but to the manner in which the lamps and reflectors are arranged, without an accurate observance of optical principles. There are cases in which some lamps may be usefully and economically dispensed with; in other cases, the reflectors are too remote from each other to produce a proper and powerful condensation of light. The lanterns generally in the light houses in this district are sufficiently large, but, in consequence of being badly lighted, and the interior surface of the dome, stanchions, and sashes dark, the rays of light are absorbed and not reflected. The cross-bars of the sashes also stand in too high relief from the plane of the glasses, whereby a considerable quantity of the rays of light are obstructed; the surfaces of the glasses are also in many cases very uneven, which refracts the light so as to weaken its effect upon the eye of the observer.

The light boats in the bays and rivers of this district do not appear to me to be constructed upon the best plan to defend them from the floating ice. I would, therefore, invite attention to the plan of a vessel invented by Commodore James Barron, the bottoms of which are solid, and would effectually resist the heavy and sharp bodies of ice which they most occasionally encounter; and they would not be injured by the ordinary accidents which lighter vessels could not resist.

The light boats, and some of the light houses, from their location, could render great service to vessels in distress during the winter months, and after heavy storms at other seasons of the year, if supplied with proper life-boats, and crews to man them. By this arrangement many lives would be saved, great

distress alleviated, and the revenue saved to the country would sufficiently cover the expenses of boats and the wages of extra men. In adopting this suggestion, it will be necessary to increase the crews of the light boats to ten men, and, at the same time, employ as their keepers seamen who have a knowledge of the management of boats in bad weather. Heretofore most of the light boats have been kept by men (landmen) who have farms within their vicinity, and who have either employed others at low wages to attend to their duties, or have wholly neglected them. It appears to me that it would be to the interest of the Government, and to all who may be concerned, to place the light boats and houses under the care of old seamen, or warrant officers of the navy or revenue service, who, by long and faithful services, have become too old for more active duty. Men who have for a long time followed the sea, appreciate the advantages of good lights; they would feel it a duty they owe to their brother mariners to keep their lights in good order. In my visit of inspection, I always found it the case that light houses or boats kept by seamen or pilots were in good order. It is to the hardy, industrious, and much-neglected mariner that our country is indebted for much of its prosperity and luxuries in times of peace; and during the wars in which we have been engaged, they have always been foremost in their country's defence. By their untiring industry and indefatigable perseverance, we are enabled to defray a great portion of the expenses for the support of the different branches of our Government. The mariner, from his occupation, is entirely cut off from a direct representation in the legislature of his country. Mostly on the bosom of the boisterous ocean, he is an exile from his country, wife, children, and friends; yet this very separation endears him to the land of his birth, and he feels as great an interest in the prosperity, happiness, and independence of his country, as the wealthy merchant or extensive landholder. The merchant who trusts his frail bark to the guidance of the honest and industrious mariner, indemnifies all his own losses by insurance. He feels not the loss of property by sea, but looks to his policy to meet all disasters; he feels not the distress of the hardy and honest sailor. If his vessel is captured or seized by foreign Powers, or fire destroys his landed cargoes, he has a remedy by an appeal to Congress to indemnify his losses and remit his duties. Not so with the mariner: with the loss of the vessel, his small and hard-earned income ceases, or he is discharged in a foreign country upon a stipend of 20 cents per day, and that often denied by the Government agents abroad. If he is lost with the vessel, his widow and orphans tell a tale of woe, which is seldom heard beyond a prison or almshouse. Much can be done to alleviate the distressed seamen, by having life boats stationed at places herein designated: the Wolf trap light boat, Willoughby's-spit light boat, light boat on Five-fathom bank, Cape Henry, breakwater, Cape Henlopen, Fire Island Inlet, and on board the boat off Sandy Hook. And by having the lights on our coast well arranged, and conducted under a proper system, the mariner hails with joy the beacon that directs him to his home and friends; he looks to it as his "pillar of fire by night," and "cloud by day," to direct him into a safe haven; he feels that he is safe when he makes a well-known light. But how frequently do we hear of shipwrecks, loss of lives, and great distress on our coast, during the inclement season of winter—many, no doubt, in my mind, caused from mistakes of lights, and sometimes by having been extinguished for some trifling repairs. This evil should be altered by an act of Congress; and no light should be extinguished for any repairs, without at least six months' notice in every important commercial paper throughout the Union; and, also, the Government commercial agents abroad should be directed to disseminate such information within their agencies.

Having, in the foregoing report, exhibited my views, and given my observations upon what I conceive to be an advantageous modification of the present system for managing the light houses, light boats, &c., it only remains for me to report the actual condition of the same, grounded on personal inspection, as fully and accurately as could be done within the time limited.

### MISCELLANY.

#### *From the Liverpool Albion.*

**THE BOUNDARY QUESTION.**—The "Boundary Question" is a subject which occupies the public mind, at this moment, as to make any thing that may throw light upon it acceptable: we, therefore, give the following, with the authority of the writer to invite any correction that may be made as to his facts, and merely to solicit such attention to his deductions as they may appear to merit.

Mitchell's map, so often referred to in the discussion of this question, was published in 1755. It was before the Commissioners when the treaty of 1763 was concluded. In this map there is a boundary line distinctly marked, from the mouth of the river St. Croix to its source, and by a line due north to the river St. Lawrence. On the east of this boundary line, in large letters, extending over a great portion of the surface, is printed "Nova Scotia, or Acadia," and, on the west "New England." Here the northwest angle of Nova Scotia is clearly pointed out at the termination of the north line from the source of the St. Croix, on the St. Lawrence. By the treaty of 1763 the Canadas were added to the British possessions in North America: shortly after, the province of Quebec was created, and by proclamation of George III., was made to include the vale of the St. Lawrence, and all the streams which flowed into that river, cutting off from New England and Nova Scotia a portion of their territory. The words of the proclamation are:—"That Quebec shall be bounded, south of the St. Lawrence, by a line crossing that river and the Lake Champlain, in 45 deg. of north latitude, and passing along the highlands which divide the rivers that empty themselves into the river St. Lawrence from those which fall into the sea, and also along the north coast of the Bay des Chaleurs and the coast of the Gulf of St. Lawrence to Cape Rosiers." In 1774 an act of Parliament thus defined this boundary:—"Bounded on the south by a line from the Bay of Chaleurs along the highlands which divide the rivers that empty themselves into the river St. Lawrence from those which fall into the sea," &c. The commissions to the different Governors of Quebec, subsequent to 1774, all describe the southern limits of their jurisdiction to be, "A line from the Bay of Chaleurs along the highlands which divide the rivers that empty themselves into the St. Lawrence," &c. Now no geographical fact is more clearly ascertained than that there is a contiguous range of highlands from Cape Rosiers, extending northward to the river Restigouche, and dividing the streams that flow to the north into the St. Lawrence from those which flow south into the Atlantic Ocean. The sketch given in the Albion, on the 1st instant, will be sufficiently accurate to show this boundary, viz: the north coast of the Bay des Chaleurs along the highlands which divide the rivers, &c., and it can hardly be conceived that passing along the highlands could mean crossing the river Restigouche, in the first instance, and, afterwards, the St. John, and several of its tributary streams, to Mars Hill, an isolated mountain; and, taking such a boundary, it would be indeed difficult to find the "northwest angle of Nova Scotia." This angle, which, prior to the proclamation of 1763, was laid down as the point where the "north line" struck the St. Lawrence, was now removed to where that

line struck the southern boundary of the province of Quebec.

In 1783 a treaty was concluded between Great Britain and the United States of America, in which the boundary in dispute was thus given:—"From the northwest angle of Nova Scotia, viz., that angle which is formed by a line drawn due north from the source of the St. Croix river to the highlands, along the said highlands which divide those rivers that empty themselves into the river St. Lawrence from those that fall into the Atlantic Ocean," &c. &c., the very words of the Act of Parliament of 1774, and certainly the same highlands then designated.

In running this boundary line there are three conditions to be fulfilled: first, making the northwest angle of Nova Scotia one of its resting points; second, leaving the rivers that flow into the St. Lawrence on the one side; and third, those that flow into the Atlantic on the other. All other points have been settled.

The British Government claims "Mars Hill," an isolated mountain surrounded by the tributary streams of the St. John, as the *highlands* meant by the treaty, and thence by a line running between the head waters of the St. John and those of the Penobscot and the Kennebec, they arrive at the highlands contended for by the Americans, along which they proceeded to Connecticut river. Should this line be adopted, not one of the three enumerated conditions would be fulfilled—there could be no such point as a "northwest angle of Nova Scotia"—and thus far the words of the treaty would be nonsense, and, by looking at the map, it will be seen that not a stream along the line empties into the St. Lawrence, the tributaries of the St. John being the only ones on the north; and on the south (according to their own construction) not one empties into the Atlantic Ocean, for the Penobscot, the Kennebec, and even Connecticut rivers empty into bays, as well as the St. John's and the St. Croix. It may be here stated, that there is not on record one single fact to establish or to indicate Mars Hill as being the *Northwest angle of Nova Scotia*; on the contrary, Mitchell's map, known to have been consulted when the treaty of 1783 was concluded, and all others then in existence, and subsequently published until 1814, laid it down as it is claimed by the United States.

The claim of the United States is, from the point already established, as the "source of the St. Croix" westward, of a line running due north to a point where waters actually flow into the St. Lawrence, thence along the highlands dividing these waters from those flowing south and emptying into the Atlantic Ocean.

The argument against this construction is, that the river St. John does not fall into the Atlantic, because it has its mouth in the Bay of Fundy. The reply is, admitting, for the sake of argument, that this be true, still, by following this line, two of the conditions are fulfilled, viz., making the northwest angle of Nova Scotia one of the points, and following along the highlands from which the waters flow into the St. Lawrence; and, surely, it cannot be held, that a mistake or an ambiguity in one part of a description of a boundary would vitiate the whole, provided sufficient remained, clearly to designate the intention of the parties.

In this case, however, there can be no mistake, for, if the river St. John does not fall into the Atlantic, neither does the Penobscot nor any other in that region; and, with a perfect knowledge of this fact, can it be imagined that the Commissioners would use words that could have no application? Would any one seriously contend that the Delaware did not flow into the Atlantic because there was a bay intervening; or that the Bay of Naples was not a part of the Mediterranean; or the Bay of Biscay a portion of the Atlantic?

The first English Commissioner appointed in ac-

cordance with the treaty of 1794, Ward Chipman, Esq., contended for the head of the Scodiac lakes, a point some fifty or sixty miles west of the one since established as the source of the St. Croix, and insisted on a line run due north from thence, which, he expressly admitted, *must cross the St. John's river*, being the true one. Sir Robert Liston, then Minister at Washington, advises Chipman to accede to some informal proposition, which appears to have been made "because it would give an addition of territory to the province of New Brunswick, together with a greater extent of navigation on the St. John's river," of which the English now claim the whole, tributaries and all.

The British Commissioners at Ghent propose "*such a variation of the line of the frontier as may secure a direct communication between Quebec and Halifax.*" The American Commissioners reply, that "they have no authority to cede any part of the territory of the United States," &c. The others say "*the proposal left open to them (the American Commissioners) to demand an equivalent for such cession either in frontier or otherwise.*" An insinuation was then made, the first ever held out against the validity of the title of the District of Maine. This was promptly repelled by the American Commissioners, and, in a subsequent note from the British Commissioners, they say, "The British Government never required that all that part of the State of Massachusetts intervening between the province of New Brunswick and Quebec should be ceded to Great Britain, but only that small portion of unsettled country which interrupts the communication between Quebec and Halifax, there being much doubt whether it does not already belong to Great Britain." The subject was not again mentioned, and the treaty was again concluded, with regard to this boundary, on the basis of that of 1783.

It is altogether a gratuitous surmise, that "when the treaty was concluded, nothing was known of the interior of the country." Mitchell's map is admitted to have been consulted by the Commissioners, (it was published in 1755) and in it the river St. John is laid down (for all the purposes of the treaty) with as great accuracy as it is in any more modern surveys; and, surely, the highlands, within fifty miles of the St. Lawrence, must have been perfectly well known; it was the scene of many a fight between the English and their French and Indian neighbors; besides they had already had undisputed possession for twenty years, during which time it is more than probable they would have penetrated to that distance. This *terra incognita* had already been explored by an American army, which the appearance of Arnold before the walls of Quebec will testify. In fact, the general course of the river St. John, of the Penobscot, of the Kennebec, &c., was as well known in that day as in the present. But suppose they were not, and that a blind bargain was made, and suppose it had been afterwards found, that the waters flowing into the St. Lawrence had their source in the 45th degree of latitude; could there, then, have been a doubt as to the construction of the treaty?

Translated for the Buffalo Journal.

ADMIRAL CHARLES BAUDIN.

The expedition to Mexico has developed, in this Commander, extraordinary ability, which would have been eclipsed in the labors of private life, if the restoration had weighed upon France a few years longer. CHARLES BAUDIN commanded, in 1815, a frigate at Rochefort, when Napoleon arrived there, after his second abdication. The Emperor desired to reach the United States; Mons. Baudin offered to conduct him in safety through all the English fleets. But with his superiors a more timid counsel prevailed. Napoleon confided in the hospitality of the Bellerophon, and here commenced the grand drama which terminated at St. Helena, the 5th of May,

1821, to the eternal shame of the British Government. Baudin, supposing that his attachment to the Emperor would be imputed to him as a crime, by the restoration, resigned his commission, sent back the cross of St. Louis, which had been given him without solicitation, in 1814, and sailed from Havre on private account.

In this new career he developed the quickness and activity which distinguished his genius. But in all matters of interest, Baudin lost none of his former patriotism; and upon the breaking out of the revolution of July, he marched to the succor of Paris, at the head of the National Guard of Havre. In this revolution, which he had so ardently desired, all his fortune was expended; he retained absolutely nothing but honor; and that the education of his young daughters should not be interrupted, it became necessary that the Government of July should grant them the sum of two hundred and fifty crowns. Mons. Baudin was reinstated in the service, with the rank of captain of a frigate.

The prejudices which reigned in the navy against officers appointed from the commercial service are well known. To vanquish completely these prejudices, was the good fortune of Duquay, Trouin, Jean Bart, and Baudin. After a laborious cruise, on the coast of Portugal, Mons. Baudin was promoted, in 1833, to a captaincy. During this cruise, he addressed a memoir, on divers diplomatic questions, to the Minister of the Marine. This memoir was communicated to M. Broglie, Minister of Foreign Affairs, who said, after having read it, "I should be very happy to have, in my department, many men capable of writing a work as exact and profound." Nevertheless, Capt. Baudin had not, as yet, succeeded in entirely suppressing, among his comrades, the prejudices of which we have spoken. They were not ignorant that he had gained all his honors by his own prowess; that he had always shown himself superior to the rank which he held. Notwithstanding all this, they were continually repeating, "He quitted us to engage in commerce." Perhaps we may trace the correction of this to a circumstance which transpired in 1835.

Mons. de Kermel was then on a cruise in the Mediterranean, with Capt. Baudin, who was his senior officer. An order given by the commander of the division was not executed by M. de Kermel. For this he was tried by a court martial, and *unanimously acquitted*. This acquittal produced a sudden reaction in favor of Capt. Baudin. His firmness in endeavoring to punish the disobedience, even of an ancient friend, won him the esteem and respect of all; and consequently the marine officers unanimously applauded his appointment to the command of the expedition to Mexico; and on the first of May, 1835, he received the rank of rear-admiral.

All are acquainted with the details of the attack upon St. Juan de Ulloa, where Admiral Baudin showed himself so intrepid, so calm, so mindful of the loss of blood and men, and at the same time disregarding all personal danger. We should add that there is no citizen more devoted to the liberty of his country, or less mindful of the freaks of fortune.

**A BIVOUAC.**—I know few things more enlivening and refreshing to the mind than the sudden starting into life and activity of an army from its high bivouac. I have risen before the first sound of the morning drum—the night was clear, the moon bright, but calmly bright, the stars sparkled in brilliancy, the hills in one direction were clothed in silver light, in another their dark masses cut sharp, and clear on the bright sky. Some few of the bivouac fires glared red; many more were dying gradually away; the ground was covered around with thousands of forms buried in profound sleep; horses in numbers were reposing. The whole scene was motionless, calm, and silent. It is an hour well

suited for meditation. I have thought more in five minutes at these times than during months in other situations. How numerous are the scenes of former days which then crowd upon the mind! how calm and softened they present themselves! they, perhaps, even wear a shade of melancholy, but so slight as not to be unpleasant; it is no more than the effect of the surrounding silence, and of the momentary quiet of your own breast. But the eastern sky wears a paler hue, a beat or two is heard from the head-quarter guard, and the next instant the drums of the nearest regiment beat *la Diane*; this is taken up by others, by the trumpets of the cavalry, of the artillery, by the full bands of many corps; all around, both near and in the distance, is this enlivening call now heard, and there certainly exists not a more inspiring and beautiful, though simple air. As the strains of music swell on the ear, the hitherto motionless multitude start on their feet. The fires blaze more brightly, the clang of arms, the words of command, the neighing of horses, are heard in all directions—all is life, noise, and activity; for the moment, hardships, fatigues, and privations are all forgotten; your blood circulates warmer and quicker; your mind is occupied with what is to be done, and with the hopes that the coming day may bring with it occasions for obtaining distinction; and you wonder how you could but the moment before have felt sentimental. The soup is eaten, you are in the saddle, the column is formed, the bands strike up some lively waltz or gallop, you think of the fair ones with whom you have danced, you sing some favorite air, and so with a gay and light heart you march on. During this time the stars and the moon have vanished, and the glorious sun shines forth in all his splendor.—*United Service Journal*.

**ANECDOTE.**—The following characteristic anecdote of a British sailor will be read with feelings of deep interest. The subject of it was the father of Sir T. Trowbridge, now one of the Lords of the Admiralty:—"A curious scene occurred on board the *Sans Pareille* on the morning of the first of June (Lord Howe's action); Captain Trowbridge, who had been recently taken in the *Castor*, with his convoy bound to Newfoundland, was a prisoner on board the French ship just named, where Rear-Admiral Nouilly had his flag flying. After Lord Howe had obtained his position, and had drawn his fleet in a line parallel with that of the enemy, he brought to and made the signal to go to breakfast. Trowbridge knew the purport of the signal, and telling it to the French Admiral, they took advantage of the time allowed them for the same repast. Trowbridge (whose appetite never forsook him on these occasions) was helping himself to a large slice from the brown loaf, when the French captain observed to him by an interpreter, (for Trowbridge would never learn their language) that the English Admiral showed no disposition to fight, and he was certain did not intend it. 'What!' said the English hero, dropping his loaf, and laying his hand almost too emphatically on the Frenchman's shoulder, while he looked him furiously in the face, 'not fight! stop till they have had their breakfast: I know John Bull well, and when his belly is full you will get it.' In a few minutes after this the fleet bore up to engage. Trowbridge was sent into the boatswain's store room, where for a length of time he leaned against the foremast and amused himself in pouring out every invective against the French, and the man appointed to guard him. Suddenly he felt the vibration of the mast and heard it fall over the side; when grasping the astonished Frenchman with both his hands he began to jump and caper with all the gestures of a maniac. The *Sans Pareille* soon after surrendered, and Trowbridge assisted in getting her to rights and towing her into port."—*Brenton's Naval History*.



BRITISH NAVY AND ARMY ESTIMATES, for the year ending 31st March, 1840.

Navy.	
Wages to seamen and marines,	£1,080,089
Victuals for do	546,625
Admiralty Office,	113,924
Registry of merchant seamen,	2,550
Scientific branch,	26,597
Establishments at Home,	121,319
Abroad	16,694
Wages to Artificers at Home,	468,059
Abroad,	27,430
Naval stores, &c., for the building and repair of ships, docks, wharves, &c.,	856,637
New works and improvements, and repairs in the yards, &c.,	159,992
Medicines and medical stores,	18,309
Miscellaneous services,	50,907
Total for the effective service,	3,492,132
Half-pay to officers	782,230
Military pensions and allowances,	512,548
Civil pensions and allowances,	193,443
Total for the Naval Service,	4,980,353
Army and ordnance departments, (conveyance of troops, &c.,)	150,954
Home Department, (convict service,)	66,204

Grand Total, £5,197,511

Army.

Land forces,	£3,421,393
Staff Officers,	155,359
Public Departments,	58,708
Royal Military Asylum and Hibernian School,	17,486
Volunteer corps,	79,137
Total for effective service,	3,782,073
Rewards for Military Services,	16,042
Army Pay of General Officers,	102,000
Full Pay for Retired Officers,	57,000
Half-Pay and Military allowances,	517,000
Foreign Half-Pay, &c.,	67,204
Widows' Pensions,	143,942
Compassionate allowances, bounty warrants, and pensions for wounds,	131,800
In-pensioners of Chelsea and Kilmainham, and out-pensioners of Chelsea,	1,308,007
Superannuation allowances,	44,000

Total for non-effective service, £2,386,995

Grand Total for the Army, £6,119,068

The superiority of the percussion musket over that in ordinary use has been strikingly exemplified in the recent trials which have taken place at Portsmouth, from which it would appear that, whilst in the course of 2,000 discharges, from 10 percussion muskets, the cap missed fire only eight times, and the loading failed to ignite in nine instances; in the same number of attempts with the flint musket, the priming missed fire 822 times, and the loading missed 70 times after the priming had exploded. A great advantage is also gained as it regards expedition by the use of the percussion musket. Thirty rounds discharged by platoon, with the percussion muskets, occupied 20 minutes, the same number of reports with the old muskets, 26 minutes. We can readily believe every thing that has been asserted by Colonel Mitchell and others of the efficiency of the musket.—*United Service Gazette*.

A REAL CREMONA VIOLIN for sale at this office and a case with it, if required. It was manufactured by John Carl Klotz, in Mittensvald, An. 1767, may be depended upon as genuine, and is said to be well calculated for the leader of an orchestra. Terms made known on application.

April 26—31

WASHINGTON CITY ;  
THURSDAY, ..... MAY 16, 1839.

NEW PUBLICATIONS.

Theory, Practice, and Architecture of Bridges. The Theory by JAMES MANN, of King's College; and the Practical and Architectural Treatise by Wm. HOSKING, F. S. A. Illustrated by 100 engravings of examples of stone, timber, iron, wire, and suspension. London: John Weale, 59 High Holborn. Part 1, just published; Part 2 to be published on the 1st April, and the succeeding parts (12 in all) to be ready for delivery on the 1st day of every month.

Hassler's Tables, corrected and improved, have been re-published in London, by Simpkin, Marshall, & Co.

Cooper's Naval History of the United States, just published in this country by Lea & Blanchard, of Philadelphia, was nearly ready for sale in London on the 13th April; published by R. Bentley.

LIGHT HOUSE SYSTEM.

Our readers were informed in August, 1838, that in compliance with an act of Congress, passed during the session then just closed, the sea and lake coast of the United States was divided into eight districts, and an officer of the navy assigned to each, whose duty it was to survey and examine the district allotted to him; to inspect all the light-houses, light-boats, buoys, beacons, &c., and to report upon their present condition and usefulness. They were further directed to report and enquire whether the present public emergencies require any, and, if any, what further additional works and improvements of the above description, and of what kind; and, also, further to report whether, in their judgment, the public interest requires any modification of the system of erecting, superintending, and managing the light-houses, light-boats, &c., and, if so, in what particulars. This enumeration embraces the most material of the duties required of the several officers, who were to make their reports before the commencement of the next session. These reports were made accordingly, and laid before Congress by the Secretary of the Treasury, and printed.

We have been for a long time convinced that there was a want of system in the arrangement and management of our light-houses, and looked upon this act of Congress as a precursor to beneficial legislation on the subject; the last session, however, passed away, without the adoption of any measure whatever.

The evils of partial legislation are exemplified in every branch of service and every interest connected with the General Government. They are apparent in the army, the navy, the militia, and, in short, every question under the jurisdiction of Congress. Every question resolves itself into one of political expediency; its bearing upon the interests of one or the other of the political parties which divide that body is the leading consideration; or it is taken up, discussed, and passed into a law, only when its ne-

cessity is as apparent as the noon-day sun. The root of the evil is in sending too many men to Congress who make politics a trade; and the remedy lies in sending hereafter more practical, working men, and fewer talkers. Every alternate session is spun out into six or seven months; and in the short sessions, the whole business is postponed and crowded into the few last days. An inspection of the laws will show how deplorably loose and carelessly enactments are made; some almost incapable of a clear interpretation, and others containing gross blunders of grammar and syntax. But it is not our purpose now to point these out specifically. We wish only to draw attention to the glaring defects of our Light House System—if system it can be called; an establishment in which the whole mercantile community directly, and the nation at large indirectly, are concerned.

Among the reports of the officers, we find numerous letters addressed to and by them, on business relative to the duties with which they were charged. One of these is from Messrs. E. & G. W. BLUNT, the well known and intelligent publishers of most of the charts used in the country. In it they say:—"The light-houses on the coasts of England and France are so immeasurably superior to those on our own coasts, that *no comparison can be made*. \* \*

\* The fact is, our whole system needs a thorough revision, and doubtless will have it."

With every disposition to give credit where credit is due, and to claim for our country all the merit for enterprise to which she is entitled, we are nevertheless forced to acknowledge that, in some points, we are far behind the age; and our light-house establishment is one of these.

From the reports presented on the occasion, we have selected two from which to make extracts, as appearing to us to convey sound, practical views, worthy of attention and adoption. They are those of Lieuts. G. M. BACHE and W. D. PORTER, and will be found in another part of our present number.

In every vocation in life, system or method is the balance-wheel, by which business is preserved in a healthful and regular action; it promotes ease, thrift, and despatch. Where it does not exist, waste and ruin follow. The sums allowed to the collectors of customs for their services as superintendents of light-houses, &c., would suffice for a uniform, intelligible, and beneficial plan of operations; besides giving employment and experience of a useful kind to many naval officers now pining in idleness, and solicitous for active duty. The small vessels recommended to be used for the purpose of visiting and supplying the light-houses would be good schools for young officers and apprentices, who would acquire in them a knowledge of the coast as well as of navigation. An acquaintance with our extensive coast would be obtained by such a course, in less time and by a larger number, than by the slow, though vastly important, operation of the coast survey now in progress.

From a schedule accompanying the report, we find

that the number of light-houses and beacons in the United States, on the 1st January, 1838, was—

In Maine,	-	27
New Hampshire	-	4
Massachusetts,	-	39
Rhode Island,	-	10
Vermont,	-	1
Connecticut,	-	10
New York,	-	30
New Jersey,	-	1
Pennsylvania,	-	2
Delaware,*	-	7
Maryland,	-	14
Virginia,	-	7
North Carolina,	-	7
South Carolina,	-	3
Georgia,	-	7
Ohio,	-	12
Louisiana,	-	4
Florida,	-	8
Michigan,	-	7
Alabama,	-	2
Mississippi,	-	3

Whole number,	205
Light-boats,	23

\* Among these is included Cape May, which we had always supposed belonged to the State of New Jersey; but if she has transferred her right of sovereignty to her sister Delaware, who perhaps wants more territory, we have no objection.

From the limited numerical strength of our army and its scattered positions of late years, it has been impracticable to instruct the men in brigade or even regimental evolutions. To repair this defect in some measure, to recruit the skeleton companies, to instil an *esprit de corps* among the men of the different regiments, as well as to afford them some respite after several fatiguing campaigns, it has been determined to form an encampment during the ensuing summer, and preliminary steps have been taken as to the location. After examining the various sites thought to be eligible, the race ground near Trenton, N. J., has been selected, as possessing most advantages. Major MACKAY, Quartermaster, and Lieut. J. E. JOHNSTON, of the Topographical Engineers, have been directed to lay out the ground for encampment.

It is probable that from one to three regiments will be collected at this encampment. The 4th regiment of artillery, just returned from Florida, will be the first on the ground.

COOPER'S NAVAL HISTORY OF THE U. S.—We have received a copy of this work, but shall not find time to examine it until next week. We copy two short notices, from Philadelphia papers of opposite politics.

Captain WILLIAM SMITH, of the U. S. Corps of Engineers, has taken the name of WILLIAM D. FRASER.

Colonel S. Thayer, of the U. S. Corps of Engineers, arrived in Portland on the 3d instant, for the purpose of examining the fortifications of Portland harbor, and making such arrangements to improve them as may be deemed necessary.

**ANNAPOLIS AND ELK-RIDGE RAILROAD.**—We have received a copy of the first annual report of the Directors of this company to the stockholders, which includes likewise the report of Capt. G. W. HUGHES, the Chief Engineer. The length of the road is nineteen miles and three-fourths, and the estimated cost \$340,000, and it is expected that it will be completed and opened for business by the 1st September next, if not sooner. The amount of stock subscribed is \$353,000, leaving about \$13,000 to be applied to the moving power and fixtures on the road.

The advantages of Annapolis harbor, particularly in the winter season, and its conveniences as a naval station, as well as for a naval academy, are incidentally mentioned in the Report of Capt. Hughes, in the following terms:

The natural position of Annapolis is commanding and important. Its fine and commodious harbor, seldom closed with ice, its proximity to the Federal Capital and the capes of Virginia, its neutral and convenient position between the North and the South,—confer on this city great advantages for commerce, and especially recommend her to the notice of the General Government as, under every view of the subject, decidedly the best locality in the United States for the site of a Naval Academy. Such an institution has long been a favorite project with the friends of the navy, which include all classes of citizens; and as the objection which has heretofore been urged against Annapolis on the ground of its difficult accessibility in the winter, will be removed by the construction of the railroad, it is to be hoped that Congress will no longer delay yielding to the popular feeling on this interesting and important subject.

Annapolis also possesses many conveniences as a naval station. It frequently happens that it becomes necessary to despatch an armed vessel to sea on an emergency, when it is difficult to send instructions to any of the present stations. In the winter when the water communication with Norfolk is closed, considerable delay would be experienced in getting a vessel to sea, if orders were sent to that yard by land. This is also true in relation to army movements, and it is well known that in the winter of 1836, great difficulty and delay were encountered in transporting troops from Baltimore to Florida, whereas if this road had been made, their movements might have been greatly accelerated by embarking from Annapolis. And indeed it is well worthy of consideration whether it should not be the policy of the Government to keep a large military force and stores at Fort Severn, ready to be removed, at any moment when the exigencies of the service might require their presence elsewhere.

It is to be hoped that the friends of the navy will, at no very distant day, urge upon the country, and upon Congress, the expediency of establishing a naval academy, so long wanted. The expense of such an institution, after the buildings shall have been erected, will not be much greater than the sum now annually appropriated for the pay of teachers and professors of mathematics on board the several vessels in commission and at the three navy yards where schools are established.

The inconvenience, indeed the almost utter impracticability, of studying on board a ship at sea, during the short intervals that can be spared from active duty on the quarter deck and other parts of the

vessel where midshipmen are stationed, is known to every officer who has witnessed the attempt.

A naval academy presents so many advantages for improvement to the younger officers of our navy, that it is a source of surprise as well as deep regret, that one was not long since organized.

The N. O. Bee, of the 6th inst., says:—"Major Gen. MACOMB and Gen. WOOL, of the U. S. army, have arrived in this city from Florida. We understand that they have concluded a treaty with the Seminoles; the exact terms of which have not yet transpired—but the Indians are to keep possession of the 'disputed territory.'"

Thinking it very singular that news from Florida should first reach us by the way of New Orleans, we took the pains to make inquiry and have learned that the above paragraph is entirely erroneous. The editor of the Bee has probably heard of the arrival of Gen. WOOL and his assistant, Lieut. A. S. MACOMB, from their tour of inspection, and has confounded it with a rumor of the movements of Gen. MACOMB, in Florida.

Letters have been received in this city from Gen. MACOMB himself, dated 2d May, and from one of his staff, dated the 4th, at which time they were at Fort King; and so far from having concluded a treaty, not an Indian had then made his appearance. Even supposing a treaty to have been made, no one could have reached New Orleans in one day from Fort King with the intelligence; the story is therefore impossible.

#### ITEMS.

The President of the United States has determined not to send a Special Minister to England, at present, in reference to the Maine boundary question.

Captain M. M. CLARK, A. Q. M. arrived at St. Louis on the 29th ult., to relieve Lieut. COL. BAINT in the duties of the Quartermaster's department.

REFUS KING, Adjutant General of the Militia of the State of New York, and late of the U. S. corps of Engineers, has become the editor of the Albany Daily Advertiser.

H. B. M. sloop of war Ringdove, Captain Stewart, seven days from Bermuda, anchored in Hampton Roads on Wednesday last, with despatches for the British Minister at Washington. Captain Stewart came up to Baltimore in the steam packet Jewess, and arrived in this city on Thursday.

The British Government ship Modeste, recently at Norfolk, arrived at Bermuda on the 28th April, in four days from Hampton Roads.

#### ARRIVALS AT WASHINGTON.

May 6—Lieut. T. L. Ringgold, 3d arty. Dr. Thomas's  
8—Major R. B. Lee, Com. Sub. C. atrict  
Capt. S. Mackenzie, 2d arty. Gadsby's  
9—Lt. J. E. Johnston, Top. Engrs. Mrs. Ulrick's  
Capt. P. St. G. Cooke, 1st Diag. Fuller's  
12—Asst. Sur. J. B. Wells, army, cor. G and 15th  
Capt. W. H. Swift, Top. Engrs. Gadsby's  
16—Capt. B. L. Beall, 2d Drags. Georgetown

## LETTERS ADVERTISED.

WASHINGTON, May 15, 1839.

ARMY.—Lt A W Allen 3, Capt B L Beall, Lieut G T Beaugard, Lt Edward Deas, Dr T Henderson, Capt R E Lee 2, Capt W H Swift, Lt H C Wayne, Lieut R D A Wade.

NAVY.—Lieut Oscar Bullus, P Mid J J Forbes 2, A F [V] Gray, Lieut B W Hunter, Lieut C G Hunter, Lieut W B Lyne, Lieut R L Page, Lt L M Powell, Mid J P Sanford.

MARINE CORPS.—Lt T T Sloan 2.

## PASSENGERS.

ST. AUGUSTINE, April 27, per steamer Florida, from Picolata, Lieut. H. W. Benham, Engr. Corps.

SAVANNAH, May 10, per steamboat Charleston, from Garey's Ferry, Col. Cross and Lady, Col. Twiggs, Captains Bullock, Morgan, McKay, Lt. Thompson.

## ARRIVALS AT PHILADELPHIA.

May 9, Capt. I. Mayo, navy. May 11, Commodore Morris, navy; Gen. R. Jones, Major R. B. Lee, Major A. Mackay, army. May 13, Lieut. W. P. Bainbridge, army.

## COMMUNICATION.

THE LATE LIEUT. D. E. HALE, U. S. ARMY. PLATTSBURGH, N. Y., May 1, 1839.

At a meeting of the officers of the 1st regiment of artillery, stationed at Plattsburgh, N. Y., Lieut. Col. PIERCE in the chair, it was Resolved:

1st. That in the death of our brother officer, 1st Lieut. D. E. HALE, of the 1st regiment of artillery, we feel that we have lost an amiable, brave, and talented companion, and that we sincerely sympathize with his friends in the bereavement they have sustained.

2d. That these proceedings, signed by the Chairman, be published in the Army and Navy Chronicle, and in the Plattsburgh papers.

B. K. PIERCE, Lt Col. com'g

## DOMESTIC INTELLIGENCE.

## FLORIDA WAR.

Extract of a letter, dated "FORT KING, April 27, 1839.

"Gen. Macomb and suite arrived here last evening, and will remain some time for the purpose of negotiating. No Indians have as yet come in to attend the 'talks,' or make the 'Treaty.' There seems to be little doubt here, however, but that they will be in, in a few days. It seems that all the regiments, except two, are to be ordered out of the Territory."

We have purposely forbore the expression of any opinion on the subject of Gen. Macomb's mission to Florida. In the first instance we had learned from competent authority that General Taylor would require so large an increase of troops in order to carry out successfully the "District system," that General Macomb was instructed to repair hither in order to ascertain if Gen. T's estimate had not exceeded his required wants. That the direction of affairs was still to be entrusted to Gen. Taylor, and the country would have the continued services of an officer who had behaved with great gallantry himself, and had an intimate acquaintance with its topography. Gen. Macomb's visit was, therefore, one purely of military observation, and could his services prove directly available, or collaterally so, in the cessation of difficulties, as an officer and a gentleman they would have been given. We have had no faith in "talks" with the enemy; and the best and only argument which they appreciate, is the convincing one of powder and ball, and an allowance of no repose. What are to be the results of this purposed interview, none can foretell; but, without laying claim to any particular foresight, we safely conclude that if the troops are withdrawn from the Territory, nothing like a successful negotiation will take place. Why negotiation should be resorted to, we cannot con-

ceive; it is a tacit admission that the United States are unable to battle with the Indians; and their cunning, equal to the white man's intelligence, will not allow them to overlook this superior advantage. The district system is an arrangement promising more success than any plan heretofore put in operation; it is one offering the most perfect system of police, and guarantees to the country a ceaseless and continued examination in quest of the enemy. The impression is, however, gaining ground that the "talk" is to end in such negotiation as will allow the Indians to remain in Florida. A course utterly at variance with the repeated assurances of Mr. Van Buren and Mr. Poinsett to us during the winter of '38, and which those distinguished statesmen repudiated as fatal to the best interests of our common country, and the honor of its arms. A course alike fatal in its influence upon the consolidated tribes in the west; and if peace is to be purchased in Florida by a concession to the enemy, at this period of sacrificial blood and treasure, well would it have been for us had a "pacificator" made his appearance, at an earlier date, upon the "Theatre of military operations." The white man of Florida and the Seminole can never live in close communion. The burning blood thrilling through our veins does not allow our hearts to throb with friendship. The frigid son of interest, who would measure the heart's best affections by dollars, may sneer at this unextinguishable fire of hate, and wonder at the indignation which such a proposition induces. The canting sentiment of a false philanthropy, overlooking the holier and more sacred rights due our own race, will exult in the final triumph of the Seminole's stubbornness, and commend, as the highest wisdom, that peace which is purchased "without blood." Let peace be purchased on any terms short of the Indian abiding in Florida; let Gen. Taylor be allowed to follow out his views, and the enemy, from being compelled to act in detached bodies, will be gradually brought to fight, wearied out by pursuit, or captured from want of supplies. But in the name of every thing dear to men, we pray for the people of this Territory, that the Government will ratify no overt act short of a removal westward.—St. Augustine News.

FLORIDA LANDS.—Land in Florida subject to any system of distribution that may be adopted—30th Sept., 1838.

Indian title extinguished to	36,755,840 acres.
Grants for Schools, Canals, &c.	1,078,195 "
Amount sold, up to Sept. 30, 1838,	748,743 "
Balance, deducting grants and sales,	34,928,902 "

FROM THE SOUTH.—Lieut. Col. Harney, 2d dragoons, has made a thorough reconnoissance of the country south, but fell in with no Indians. The garrisons are all well.—Ibid.

TALLAHASSEE, May 4.—We learn from Tampa Bay that a short time since the hostile Indians under Nehe Stoco Matta, principal chief of the Tallahassee, with one hundred warriors, went into Tampa, and carried off all the Indian prisoners at that post. They likewise returned the night following, crossed the river, and reconnoitered the post and barracks. They refuse to come in to treat with the whites, and left word with a white man, whom they held prisoner during one night, that if Gen. Macomb wished to treat with them, he must come to their camp. It is said they are unwilling to leave the territory until better satisfied of the situation of their friends who have emigrated; that they will retire down the Peninsula, and defend themselves till overpowered. No depredations have been committed recently, and they declare their intention to remain peaceable unless disturbed by the whites. We have no intimation of General Macomb's further movements.—Floridian.

PENSACOLA, May 4.—The U. S. sloop of war *Vandalia*, URIAH P. LEVY, Esq., commander, arrived here on Tuesday evening last, in 8 days from Laguna de Terminoz, where the Captain was detained some days adjusting the difficulty between the late Consul and the Mexican authorities. On the 13th the *Vandalia* sailed from Vera Cruz, leaving the Ontario at anchor. The French and English squadrons were about leaving, and the city becoming settled and quiet. The loss by the fire was estimated at \$500,000. The flag ship, with the *Erie*, *Levant*, and *Warren*, was daily expected.

The following is a list of the officers attached to the *Vandalia*:

U. P. LEVY, *Commander*; Lieuts. LAW PENNINGTON, S. C. GIST, Edmund Lanier, John N. Masfitt; Surgeon, J. Vaughn Smith; Asst. do. W. A. Green; Purser, James Brooks; Midshipmen, William L. Blanton, Daniel Ammen, H. Goldman, Sam'l Marcy, L. R. Law, A. Bertoly, Charles Richardson, Israel Wait; Boatswain, John Brady; Gunner, Thomas Dewey; Sailmaker, George Parker; Acting Carpenter, D. C. Mellas; Purser's Steward, James Duncan.

Commander Taylor arrived here on Thursday last. He is to assume the command of the *Erie*, in place of Commander Smoot, who takes the *Levant*; Commander Paulding goes on leave of absence.

The French steam ship of war *Meteor* arrived here on Sunday last, and sailed on Wednesday morning for Havana. We learn that the large vessels of the French squadron are to spend some time in our harbor. The frigate *Gloire* is expected here shortly.—*Gazette*

Capt. WM. ARMSTRONG, at present Superintendent of the Western Territory, has been appointed Principal Disbursing Agent, for the U. S. Government on this frontier, in the place of Capt. R. D. C. COLLINS, whose term expires in July, under the law passed at the session of Congress before the last, declaring that no officer of the army should hold an appointment in the disbursing department.

This appointment will meet the approbation of every one acquainted with the new incumbent, although our citizens of all parties will regret the necessity which will remove from among us an efficient public officer and an amiable man, who has passed many years in this community.—*Little Rock Gazette*.

The St. Louis Republican of the 4th inst., says that the remains of Col. RICHARD GENTRY, of the Missouri volunteers, Captain VAN SWEARINGEN, Lieut. F. J. BROOKE, and Lieut. CENTER, of the U. S. army, who fell in the battle of O-ke-cho-bee in Florida, have been forwarded to that place by the Quartermaster's Department, and would be interred on that day with appropriate military honors.

CHEROKEE INDIANS.—We understand that a sword has lately been presented to Lieutenant EDWARD DEAS, of the U. S. Army, by some of the Cherokee Indians, as a testimony of their gratitude for his kind attention to their comfort, while he was superintendent in their removal to the West of the Mississippi last winter. This circumstance is alike honorable to that officer, and to the race who have too often met with far different treatment. May they be happy and prosperous in their new homes.—*New York Gazette*.

ARREST FOR DESERTING A SAILOR.—Capt. Taylor, of the American brig *Mayflower*, has been arrested by the U. S. Marshal, charged with a misdemeanor in leaving one of his seamen at a foreign port, contrary to a law of the United States. He was held to bail, and will be examined to-day on the charge preferred.—*New York Express*.

Brig. Gen. R. JONES, Adj't Gen. U. S. A., has been on a visit to this city for a few days past.

On Monday last he inspected the 4th regiment U. S. artillery at Fort Columbus, under the command of Col. Fanning.—*Ibid*.

We learn that Lieut. Edwin W. Moore, of the U. S. Navy, has been offered by the Government of Texas the chief command of the Texian Navy. We do not know that he has or will accept of the offer, but we do know that he would make there, as he does here, a most valuable and efficient officer. The compliment which has been paid to him is deserved.—*Alexandria Gazette*.

SOUTH SEA EXPLORING EXPEDITION.—Extracts from a letter to the Secretary of the Navy from Lieut. Wilkes, commanding the Exploring Expedition, dated on board the

U. S. BRIG PORPOISE,  
Off Cape Horn, Feb. 26, 1839.

"I have the honor to inform you that I parted company with the squadron at Orange harbor yesterday; the *Vincennes*, under charge of Lieut. Craven, being snugly moored in the harbor, having transferred myself to this vessel, in company with the *Sea Gull*, for the execution your orders. The *Peacock* and *Flying Fish* schooner, with Capt. Hulson, left at the same time, and the *Relief* would leave to-day for the Straits of Magellan, with a large party of the scientific corps."

"Our endeavors, and that of the *Peacock*, will be to get as far south as we can at this late season. Although I am aware we stand some chance of being shut up in the ice, I could not resist making the attempt."

"The *Porpoise*, Lt. Com'dt. Ringgold, is well provided with ten months (as is also the *Sea Gull*) of every thing that can render us comfortable in the event of such an accident. We are all in fine health and spirits."

MILITARY ACADEMY.—The Secretary at War has invited a number of gentlemen from the various sections of our country, to attend the annual examination of the Cadets at West Point. This is well, and enables the community, from year to year, to learn the state of that institution. Much is due to Major Delafield, the present Superintendent, for the good order and discipline now pervading it, as well as to the administration for supporting him. In times past, the superintendents had much to contend against from that quarter. We learn it is contemplated to establish a camp of instruction for "evolutions of the line," not far from this city, and to collect regiments of dragoons, of artillery, and infantry, from the line of the army, whence they could be carried to any point without difficulty. We should deprecate so much of the contemplated plan as proposes to associate the corps of Cadets in this service, for past experience shows such marches, &c., injurious to the young men.

Mr. Kinsley, "late instructor of artillery," has opened, with the approbation of the Secretary at War, a school for the preparation of the candidates for admission. The high standing of Prof. Kinsley is a guarantee that the young men, placed under his care, will enter the institution with great advantage. The annual examination takes place on the first Monday of June.—*North American*.

THE CONSTITUTION FRIGATE.—The officers of this frigate are in want of musicians; they offer good wages. This beautiful ship is bound on one of the most agreeable and interesting voyages man ever made. We have no doubt there will be plenty of volunteers to fill up her band; such a chance to see the world is not often presented to our enterprising young men.—*New York Gazette*.

**THE NAVAL COURT OF INQUIRY** is still progressing at the Navy Yard; upwards of thirty witnesses have been examined, and it is supposed that about the same number more will be called up before the court adjourns. The court will then decide whether a court martial is necessary to examine further into the charges. The evidence in the case, it is presumed, will not be made public until called for by Congress.—*North American*.

*From a correspondent of the Rochester Daily Advertiser.*

LEWISTON, May 6, 1839.—On the 4th inst. Col. Cameron, the sheriff of the Niagara District, U. C., arrived here in the steamboat Transit, with eighteen American prisoners, who were taken at the invasion of the western district, last fall; were tried and sentenced to capital punishment, and were pardoned by the Lieut. Governor of Upper Canada. They were landed in the presence of a large number of citizens, and seemed to enjoy highly their transfer from a Canadian prison and an ignominious death to liberty and their native soil. The following are the names of the prisoners who were released:

Joseph Grayson, Stephen Meadow, Cornelius Higgins, Israel Attwood, Joseph S. Horton, William Bartlett, Charles Reed, Oliver Crandell, Orrin J. S. Maybey, jr., Robert Whitney, Harrison P. Goodrich, Ezra Horton, William Jones, Daniel Kennedy, David Hay, Sidney Barber.

**REV. E. S. TAYLOR.**—Over the Seamen's Chapel in Boston, presides one of the very best men that ever lived; and one of the most eccentric. He seems prepared by nature and education for the very place that he occupies, and possesses as much influence over those in his charge as any living man ought to wield. If some of his expressions in the pulpit were a little less singular, it would detract nothing from the dignity which a preacher should support. As a specimen of his language, the Boston Post says, that he besought Heaven "to pity the speculator, the highwayman, and the loafer."

**COOPER'S NAVAL HISTORY.**—Messrs. Lea and Blanchard have just published, in two handsomely printed octavo volumes, "The History of the Navy of the United States of America, by James Fenimore Cooper," a work, the appearance of which has been eagerly looked for by a large portion of the reading public. A history of this kind, which presents in a continuous form the occurrences of the American Navy from its commencement to the present day, was much wanted, and probably no other man in the Union combined so many qualifications for rendering the work what it should be, as Mr. Cooper, who has the experience of the seaman, and a power of nautical description which has never been surpassed. As it is known that he has devoted much time and attention to the volumes now published, and has availed himself of every means of information to render his statements as correct as they can possibly be made, we doubt not that his present production will be found in every way worthy of his reputation, and that its perusal will give much satisfaction to all who feel an interest in the glory of the country, and are anxious for the reputation and welfare of the right arm of our national defence.—*Pennsylvania*.

"The Naval History of the United States, by James Fenimore Cooper," is the title of a work just published by Messrs. Lea & Blanchard. The reputation acquired by Mr. Cooper in the earlier portion of his career was based in an eminent degree upon the truth, fidelity, and power of his sea sketches. Bred a sailor, it may readily be presumed that Mr. Cooper has entered with spirit upon his task, and the bias of his mind has eminently fitted him for accomplishing it. In the preface he has gone at length into an examination of the present system of Naval rank, and the

conclusions at which he arrives are eminently just and perspicuous. He points out forcibly the great want of stimulus to exertion in confining the actual rank an officer can ever attain to the very subordinate one of a captain.

Our limits will not permit us to enter into any extended review of the work. The style is good, and the grouping of his characters, in describing some of the many contests our navy has gone through, reminds us forcibly of that peculiar power of description which in earlier years placed our author without a rival at the head of the sea-novelists of the language. We can cheerfully commend the work to all, and do not regard any library complete which does not contain a copy of it.—*North American*.

*From the New York Gazette, May 13.*

**VERY LATE FROM THE PACIFIC.**—By the arrival of the ship Natchez, Captain Hayes, in the very short passage of sixty-eight days from Valparaiso, we are put in possession of Valparaiso papers to the 20th of February. We are also indebted to a mercantile friend for the annexed extract from a letter of the 2d of March.

*Extract of a letter, dated VALPARAISO, March 2, 1839.*

A few days since we had a report from an outpost in Peru that a battle had been fought, it which the Chilians were victorious, but it required confirmation. Last evening the Boxer arrived from Callao, with Lima dates to the 5th ult, stating that an action had taken place at Yungay on the 20th January, between the Chilean and Peruvian armies of about 5,000 men each, in which the latter were totally destroyed; so completely had been the defeat, that our Lima friends consider the confederation at an end. General Santa Cruz escaped with some of his officers, and has gone to Bolivia, for the purpose of raising another army, but he is so fallen we think he cannot rise. The castles of Callao are in his possession, and commanded by his favorite, General Moran, who has in them 1,500 men, well provisioned, it is said, for five or six months. The Chilians were daily expected in Lima. Admitting that Santa Cruz has lost Peru, we still fear it will be the scene of civil strife for some time to come, for already the party now coming in are quarrelling among themselves. The foreign property had been taken out of the castles and deposited on board vessels in the bay of Callao, ready to be entered at Chorillos, should that port be opened during the siege of the castles, which will probably take place. Thus stands affairs in Peru at our last dates; no business, of course, was doing, nor would there be until affairs were settled.

The U. S. ship North Carolina, Commo. Ballard, and U. S. schooner Enterprise, will sail for Rio de Janeiro and the United States on the 15th of March, and the ship of war Falmouth for the coast of Mexico 10th of March.

The following is the official account of the battle fought at Yungay, between the Chilean and Peruvian armies:

"Col. D. Pedro Urriola, commanding the battalion Colchagua, which took a distinguished part in the battle of Yungay, has arrived here, the bearer of communications which announce a most glorious triumph of the arms of Chili. Col Urriola left the field of battle ten hours after the victory.

3,400 prisoners, 2,600 killed, the whole park of artillery, the commissariat with more than \$90,000, the equipments, horses, &c., of the Protector's army, are the fruits of this victory. Generals Moran and Urdumina were killed, the first in the battle of the 6th. Generals Herrera, Guirao, Bermudez, Otero, and Amaza are prisoners, the last mortally wounded. Santa Cruz escaped with 20 men in the direction of Junin. It is believed that his intention was to make for Ica, and embark at Pisco, but a company of Chi-

lian Carbineers, with horsemen, who had been kept in reserve, followed rapidly to overtake him. The pretended *Protector* abandoned the field an hour before the close of the battle.

Gen. Lafuente would march to Huacho with two squadrons of cavalry, and two Peruvian battalions, and would be in Lima and Callao on the 26th and 29th January. General Gamara would march on the 22d January for Janin and the south of Peru, with a division of the restoring army; and the general in chief would follow with the remainder, leaving Gen. Lafuente the chief military in the north of Peru."

There appears also to have been a naval engagement, of which we translate the following account:

"The naval combat of Casma has terminated in a manner equally happy to the arms of Chili. Four vessels armed by Gen. Santa Cruz, attacked the division of Commandant Simpson, consisting of the corvettes Confederation and Valparaíso, and the *barque* Santa Cruz, which were completely defeated with much damage, and the loss of the brigantine Arequipeno, with a crew of 70 men. The enemy's vessels were the Edmond of 20 guns; a *barque* with 18, the Arequipeno, of 9 guns; and a *golette*, with two swivel guns."

Lieut. HALE, of the 1st Reg<sup>t</sup>. of U. S. Artillery, died in this village on the night of the 30th ult., after a few days illness. His premature death has deprived the army of one of its most promising officers. Young, gallant and enterprising, he bid fair for the highest preferments; but the unsparring scythe of death has laid him with the dead in the morning of his existence. Lieut. Hale was universally beloved by his brother officers, and as the words "dust to dust" were pronounced over his remains, the silent tear was seen to trickle down the cheeks of the company he commanded; which tacitly bespoke how well he understood to temper the stern duty of the officer with the more gentle feelings of the man.—He was buried on the 2d inst. with military honors.—*Plattsburgh Republican*.

**WASHINGTON'S PERSONAL HABITS.**—At the celebration of the fiftieth anniversary of the inauguration of WASHINGTON as President, Mr. Stuyvesant, who presided at the dinner table, gave the following account of the private habits of that great man, which, we are sure, will be read with interest.

1. *George Washington*.—His example was perfect: Severe will be the condemnation of him, who seeks his place and disregards the authority of that example.

Mr. Stuyvesant accompanied his toast with some remarks, containing interesting allusions to the private habits and character of Gen. Washington, in substance as follows:—

It cannot be expected, at this time and place, any allusion should be made to the public character of Washington; we are all in possession of his history from the dawn of life to the day that Mount Vernon was wrapped in sable; and after the exercises of this morning, if any attempt to portray his political or military life was made, it would only be the glimmering light of a feeble star succeeding the rays of a meridian sun.

But the occasion affords the opportunity of congratulating the small number of gentlemen present, who enjoyed the privilege of participating in the ceremonies of the 30th of April, 1789; they will recall to their memories the spontaneous effusions of joy that pervaded the breasts of the people, who on that occasion witnessed the organization of a constitutional government, formed by intelligent freemen, and consummated by placing at its head the man in whom their affections were concentrated as the father of their country.

Washington's residence in this city after his inau-

guration was limited to about two years. His deportment in life was not plain, nor was it at all pompous, for no man was more devoid of ostentation than himself; his style however gave universal satisfaction to all classes in the community; and his historian has informed us was not adopted for personal gratification but from a devotion to his country's welfare. Possessing a desirable stature, an erect frame, and, superadded, a lofty and sublime countenance, he never appeared in public without arresting the reverence and admiration of the beholder; and the stranger who had never before seen him was at the first impression convinced it was the President who delighted him.

He seldom walked in the street—his public recreation was in riding. When accompanied by Mrs. Washington he rode in a carriage drawn by six horses, with two outriders who wore rich livery, cocked hats with cockades, and powder. When he rode on horseback he was joined by one or more of the gentlemen of his family, and attended by his outriders. He always attended divine service on Sundays; his carriage on those occasions contained Mrs. Washington and himself, with one or both of their grand children, and was drawn by two horses, with two footmen behind; it was succeeded by a post-chaise accommodating two gentlemen of his household. On his arrival in the city, the only residence that could be procured was a house in Cherry street, long known as the mansion of the Franklin family, but in a short time afterward he removed to and occupied the house in Broadway, now Bunker's Hotel.

Washington held a levee once a week, and from what is now recollected they were generally well attended, but confined to men in public life and gentlemen of leisure; for at that day it would have been thought a breach of decorum to visit the President of the United States in dishabille.

The arrival of Washington in 1789, to assume the reins of government, was not his first entry into this city, accompanied with honor to himself and glory to his country. It was on the 24th of November, 1783; and here again I must observe, the number present who witnessed the ceremonies of that day must be very limited; on that day he made his triumphal entry, not to away the sceptre, but to lay down his sword; not for personal aggrandizement, but to secure the happiness of his countrymen. He early in the morning left Harlem and entered the city through what is now called the Bowery; he was escorted by cavalry and infantry, and a large concourse of citizens on horseback and on foot, in plain dress; the latter must have been an interesting sight to those of mature age who were capable of comprehending their merit. In their ranks were seen men with patched elbows, odd buttons on their coats, and unmatched buckles in their shoes; they were not indeed Falstaff's company of scare-crows, but most respectable citizens, who had been in exile and endured privations we know not of, for seven long and tedious years.

On that occasion, and on his arrival in 1789, Washington was received, as is well known, by the elder Clinton, who was at both periods governor of the State.

## ARMY REGISTER.

### THIRD REGIMENT OF ARTILLERY.

Colonel.	DUTY OR STATION.
W. K. Armistead,	On leave, Upperville, Va., under orders as member of C't Martial, to convene at St. Louis, June 15.
Lieutenant Colonel.	
Wm. Gates,	Com'g reg't. H. Q. Key Biscayne,
Major.	
Syl. Churchill,	Key Biscayne, Florida
Captains.	
W. L. McClintock,	Tampa Florida
Thomas Childs,	Fort Pierce, Florida

Elijah Lyou, Fort Cummings, Florida  
John R. Vinton, Fort Dallas, Florida  
Richard B. Lee, Com. Sub. St. Louis, (at present on leave)

Sam. Ringgold, Carlisle Barracks  
Wm. B. Davidson, Fort Lauderdale, Florida  
David H. Vinton, A. Q. M. Brownville, N. Y.  
Hezekiah Garner, Fort Sullivan, Florida  
Martin Burke, Florida

#### First Lieutenants.

R. D. A. Wade, Recruiting service  
Robert Anderson, A. A. G. Elizabethtown, N. J.  
Benjamin Poole, Fort Pierce, Florida  
E. D. Keyes, New York  
Wm. Wall, Carlisle Barracks  
John A. Thomas, Asst. Prof. History, &c. West Point  
M. S. Miller, A. D. C. to Maj. Gen. Macomb  
T. W. Sherman, Fort Pierce, Florida  
C. Q. Tompkins, Fort Lauderdale, Florida  
Wm. Frazier, Carlisle Barracks  
Wm. Mock, Fort Pierce, Florida  
Braxton Bragg, Fort Cummings, Florida  
George Taylor, Fort Lauderdale, Florida  
G. C. Rodney, Fort Dallas, Florida  
E. J. Steptoe, Fort Pierce, Florida  
Rand. Ridgely, Adjutant—Key Biscayne  
Francis O. Wyse, Fort Davenport, Florida  
Buckner Board, Tampa  
J. M. Ketchum, Tampa  
Wm. H. Shover, Fort Pierce, Florida

#### Second Lieutenants.

Milton A. Haynes, Florida  
R. S. Jennings, Fort Lauderdale  
W. A. Browae, Fort Pierce, Florida

### FOURTH REGIMENT OF ARTILLERY.

#### Colonel.

John R. Fenwick, On special service, Washington  
Lieutenant Colonel.

A. C. W. Fanning, Com'g reg't. H.Q. Fort Columbus  
Major.

Francis S. Belton, On route to join regiment  
Captains.

John Erving, Acting Major of regiment  
Levi Whiting, Clothing Bureau, Washington  
John L. Gardner, Fort Columbus  
John Munroe, Fort Columbus  
P. H. Galt, On furlough until May 16  
J. M. Washington, On furlough  
Harvey Brown, Florida  
Samuel Cooper, A. A. G. Washington  
W. W. Morris, Fort Columbus  
S. B. Dusenberry, A. Q. M. Tampa

#### First Lieutenants.

E. C. Ross, Fort Columbus  
John B. Scott, Under orders to join company  
Fred Searle, A. Q. M. Fort Shannon, Flo.  
Francis L. Jones, A. C. S. Fort Gilleland, Flo.  
Wm. P. Bainbridge, Fort Columbus  
R. C. Suead, Fort Columbus  
D. H. Tufts, A. A. Q. M. and A. C. S. Ft. Columbus  
Charles O. Collins, A. Q. M. Plattsburgh, N. Y.  
Frank E. Hunt, Fort Columbus  
Simon H. Drum, Com'g at Picolata, E. F.  
S. C. Ridgely, Asst. Prof. Eng. West Point  
Edward Deas, Fort Columbus  
John H. Miller, Adjutant—Fort Columbus  
Alex. E. Shiras, Fort Columbus  
Wm. G. Freeman, Fort Columbus  
Joseph Roberts, Asst. Prof. N. & E. Phil. West Point  
James H. Stoker, A. C. S. & A. A. Q. M. Tampa  
J. P. J. O'Brien, Fort Columbus  
John W. Phelps, Fort Columbus  
George C. Thomas, Fort Columbus

#### Second Lieutenants.

Thomas L. Brent, Fort Columbus  
Thomas Williams, Fort Columbus  
E. Bradford, Fort Columbus  
Joshua H. Bates, Fort Columbus  
J. C. Pemberton, Fort Columbus  
Chas. F. Wooster, Fort Columbus  
James R. Soley, Ordnance duty, St. Augustine  
Thos. L. Ringgold, Fort Columbus

## MILITARY INTELLIGENCE.

*Medical Staff*—Asst. Sur. J. B. Wells, on duty in the Surgeon General's office.

*2d Dragoons*—Col. Twiggs to repair to Washington, and report as Superintendent of Recruiting for his regiment.

Capt. B. L. Beall, relieved from recruiting service at Baltimore by Captain E. S. Winder.

*3d Artillery*—Major Churchill relieved from duty in Florida, and to report to the Adjutant General of the army.

*1st Infantry*—1st Lieut. J. R. B. Gardenier, serving with K co., transferred to B co., stationed at St. Augustine.

*7th Infantry*—Lieut. J. M. Wells has tendered his resignation, which has been accepted.

## NAVY.

### ORDERS.

May 8—Surgeon D. S. Edwards, Navy Yard, Washington, vice S. Jackson, relieved.

Mid. W. M. Caldwell, steamer Poinsett.

11—Comm'r J. Tatnall det'd fm. Navy Yard, Boston, Mid. A. W. Stebbins, Navy Yard and School, New York.

14—P. Mid. Thos. W. Cumming, steam ship Fulton; RESIGNATION.

May 11—Thomas O. Glascock, Midshipman.

### DISMISSION.

May 9—Charles O. Ritchie, Midshipman.

### U. S. VESSELS OF WAR REPORTED.

*WEST INDIA SQUADRON*.—Ship Warren, Comm'r Spencer, sailed from Pensacola April 23, to join the Commodore down the Gulf.

Ship Vandalia, Comm'r Levy, arrived at Pensacola, April 30, from Laguna de Terminos.

*PACIFIC SQUADRON*.—Ship North Carolina, Commo. Ballard, and sch'r Enterprise, Lt. Comd't H. Ingersoll, were to sail from Valparaiso on the 15th March, for Rio Janeiro and the United States.

Ship Falmouth, Capt. McKeever, to sail from Valparaiso for the coast of Mexico, on the 10th March.

*MEDITERRANEAN SQUADRON*.—Ship Cyane, Comm'r Percival, off Malaga, March 25, from Gibraltar, bound up.

Schr. Shark, Lt. Comd't Bigelow, dropped down from the Norfolk navy yard to the anchorage off Town Point, on Friday last.

Schr. Wave, Lt. Comd't McLaughlin, sailed from St. Augustine, April 21, on a cruise.

Schr. Experiment and steamboat Engineer, under command of Lieut. Glynn, at Wilmington, N. C., May 10—opposite the town, but would drop down in a few days.

Revenue cutter Woodbury, Lt. Comd't Nicholas, sailed from New Orleans, May 3, for Mexico, having on board as passenger, Col. R. E. Bee, Minister from Texas to Mexico.

## NAVY REGISTER.

### PURSEURS.

### DUTY OR STATION.

Samuel Hambleton,	Waiting orders
Francis A. Thornton,	Waiting orders
Edward Fitzgerald,	Rec'g ship, Norfolk
Samuel P. Todd,	Naval Asylum, Philadelphia
James H. Clark,	Waiting orders
Joseph Wilson,	North Carolina, 74
William Sinclair,	Ohio, 74
John N. Todd,	Navy Yard, Boston
Joseph H. Terry,	Navy Yard, New York
Thomas Breeze,	Racee Independence
John De Bree,	On leave
Charles O. Handy,	On leave
Edward N. Cox,	Waiting orders
John N. Hambleton,	Waiting orders
Garrett B. Barry,	Waiting orders
D. McF. Thornton,	Waiting orders
Josiah Colston,	Baltimore station
Dudley Walker,	Navy Yard, Washington
McKean Buchanan,	Frigate Constitution
Henry Ething,	Waiting orders
James Brooks,	Sloop Vandalia



Grenville C. Cooper, Frigate Brandywine  
 Francis B. Stockton, Navy Yard, Philadelphia  
 Francis G. McCauley, Frigate Columbia  
 William A. Slacum, On leave  
 Nathaniel Wilson, Navy Yard, Portsmouth, N. H.  
 Benjamin J. Cahoon, Rec'd ship, New York  
 Sterrett Ramsey, Sloop Natchez  
 Edward T. Duane, Frigate Macedonian  
 John A. Bates, Sloop St. Louis  
 Andrew J. Watson, Sloop Fairfield  
 Peyton A. Southall, On leave  
 Andrew McD. Jackson, Navy Yard, Norfolk  
 Wm. P. Zantziager, Sloop Lexington  
 William A. Bloodgood, Waiting orders  
 D. Fauntleroy, Sloop John Adams  
 Thomas Marston Taylor, Sloop Warren  
 A. E. Watson, Brig Dolphin  
 Joseph Ryan, Sloop Ontario  
 Samuel Forrest, Schr. Boxer  
 Robert Pettit, Sloop Falmouth  
 Philo White, Navy Yard, Pensacola  
 Richard R. Waldron, Exploring Expedition  
 William Speiden, Exploring Expedition  
 Benjamin F. Hart, Sloop Levant  
 Horatio Bridge, Sloop Cyano  
 Geo. F. Sawyer, Steam ship Fulton  
 John C. Holland, Sloop Eric  
 Hugh W. Greene, Schr. Shark

## CHAPLAINS.

Addison Searle, Navy Yard, Boston  
 John W. Grier, Ohio, 74  
 Charles S. Stewart, Navy Yard, New York  
 William Ryland, Navy Yard, Washington  
 Timothy J. Harrison, Waiting orders  
 Walter Colton, Navy Yard, Philadelphia  
 George Jones, Navy Yard, Norfolk  
 Thomas R. Lambert, Waiting orders  
 James Wilbank, Naval Asylum, Philadelphia  
 Jared L. Elliott, Exploring Expedition  
 Peter G. Clark, Waiting orders  
 J. P. B. Wilmer, Frigate Constitution  
 Rodman Lewis, Waiting orders

## DEATHS.

In Boston, on Sunday, 21st ult., Dr. JOHN A. BRERETON, of the U. S. army, aged 52.

At the Navy Yard, near Pensacola, on the 17th ult., Dr. WILLIAM PLUMSTEAD, Surgeon U. S. navy, a native of Pennsylvania.

In Philadelphia, on the 30th ult., after a lingering illness, in the 35th year of her age, Mrs. LUCY BROOKE, wife of Gen. GEORGE M. BROOKE, of the U. S. army.

At Plattsburgh, N. Y., on the 30th ult., Lieut. DAVID E. HALE, of the 1st regiment artillery, U. S. A.

At Fort Mollen, near Baltimore, on the 6th inst., Mr. SAMUEL A. CUNNINGTON, Band Master, 2d regiment U. S. dragoons, in consequence of disease contracted while serving with his regiment in Florida.

In Portsmouth, Va., on the 8th inst., in the 73d year of his age, Mr. JAMES B. POTTS, Sailing Master in the U. S. Navy. The deceased was a native of New-Castle on Tyne, England, but was long a citizen of this country, being more than thirty years connected with our navy. For his profession he possessed an enthusiastic attachment, and even in his old age was diligent and faithful in the performance of his duties. It was his delight to dwell upon the bright history of our navy, and note the indications of its future efficiency and glory. His private virtues endeared him to many during his long residence in this place, while his name and family are identified with the earliest and most pleasing recollections of by-gone days. He has left a wife and three children, with an extensive circle of friends and acquaintances, to mourn his death.—*Norfolk Herald*.

In New York, on the 8th inst., in her 42d year, HARRIET, wife of F. W. MOORE, U. S. N.

## CAMBOOSE IRON.

NAVY COMMISSIONERS' OFFICE, May 8, 1839.

**P**ROPOSALS, sealed and endorsed, will be received at this office until 3 o'clock, p. m. of the first day of June next, for furnishing and delivering at the Navy Yard, Washington, D. C., all the Plate, Bar, and Rivet Iron necessary in the construction of twelve cambooses for sloops of war of the 1st class, and ten cambooses for

schooners; each camboose requiring the number and description of plates, bar, and rivet iron following, viz:

## FOR FIRST CLASS SLOOPS OF WAR.

List of iron required for one camboose for a sloop of war of the first class.

Plates.	Long.	Wide.	Thick.	Bar iron for one camboose.
No.	ft. in.	ft. in.	inch.	No. ft. in.
2	4 6	2 0	3 8	3 of 11 0 4 1/2 in. wide, 5-8 thick.
2	4 6	1 4	3 8	2 9 0 1 3 4 do 1-2 do
1	4 4	1 1	3 8	7 9 4 1 1 4 square.
1	4 4	1 10	3 8	2 10 0 3 4 square.
1	4 4	0 9	3 8	3 6 0 1 1 8 round.
1	4 6	1 6	5 16	H1 2 0 9 1/2 in. wide, 3 4 thick.
1	3 9	1 2	5 16	H2 3 0 3 1 2 by 1 1 2
2	2 6	1 7	1 4	1 10 0 7 8 round.
1	4 4	1 8	3 8	1 6 0 1 1 2 round.
1	4 4	1 3	3 8	Corner or Flanch iron.
1	4 4	2 6	3 8	2 9 0 4 in. wide, 1-2 thick.
2	5 1	2 1	3 8	2 9 0 3 by 3 8
2	4 8	2 1	3 8	1 7 0 4 by 3 8
1	2 9	1 8	3 8	1 5 0 4 by 3 8
1	2 9	2 0	3 8	1 5 0 4 by 1 4
1	4 6	0 7	1 4	6 9 0 4 by 3 8
2	3 2	0 7	1 4	8 8 0 4 by 1 2
1	4 2	0 1	4 16	300 pounds of round iron for rivets, 5-8 diameter.
1	4 6	1 2	3 8	
1	5 6	2 6	1 16	

26 plates.

The plate iron should be of the best quality, rolled exact to thickness, sheared to the given size, and kept straight and level.

The bar iron, with the exception of the pieces marked H, to be rolled; the edges full and square. Those two pieces marked H, to be of hammered iron, and not rolled.

The flanch iron to be rolled, and must bear to be swaged to a right angle lengthwise, without cracking.

The whole of the bar iron to be cut to the length, and no tails or raw ends left.

## FOR SCHOONERS.

List of iron required for one camboose for a schooner.

Plates.	Long.	Wide.	Thick.	Bar iron for one camboose for schooner.
No.	ft. in.	ft. in.	inch.	No. ft. in.
3	3 0	2 6	1 4	Bars. Long.
2	3 5	1 8	1 4	5 6 0 3 in wide, 3-8 thick.
2	3 3	1 8	1 4	3 7 0 3 by 3 8
1	1 8	1 5 1/2	1 4	5 7 0 3 by 1 4
1	3 0	1 1 1/2	1 4	1 5 0 3 by 1 4
1	3 0	1 0 1/2	1 4	2 6 0 2 by 1 4
1	3 1	1 0	1 4	1 5 0 1 3 4 by 3 8
1	2 6	9	1 4	1 6 0 1 1 4 by 3 8
1	3 6	1 2	1 4	4 6 4 1 inch square.
1	3 4	10	1 4	3 6 5 8 square.
1	3 10	2 1	1 8	2 6 0 3 4 round.
1	3 0	1 7	1 16	60 pounds of half inch round iron for rivets.
1	3 0	1 7	3 8	

18 plates.

The above plate iron to be of the best quality, rolled exactly to thickness, sheared correctly to the size, and kept straight from the shears.

The bar iron to be rolled, with square edges; all the flat iron must bear to swage to a right angle lengthwise, without cracking; to be cut to the proper length, and no tail- or raw ends left.

All the aforesaid camboose iron must be of American manufacture, and free from flaws, cracks, and all other defects.

On delivery, the said camboose iron will be submitted to such test as may be necessary to prove its good quality and conformity to the schedules, which will form a part of the contract, under the directions of the commanding officer of the navy yard, Washington, D. C., and must be entirely to his satisfaction, or it will be rejected, and the contractor or his agent will be required to remove it from the navy yard without delay.

Ten per centum will be withheld from the amount of each delivery made, as collateral security, in addition to the bonds to be given to secure the performance of the respective contracts, which will in no event be paid until the contracts are complied with in all respects.

Ninety per centum will be paid within thirty days after bills for the said iron shall be approved and presented to the Navy Agent.

May 9—td

# ARMY AND NAVY CHRONICLE.

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WASHINGTON, THURSDAY, MAY 23, 1839.

[WHOLE No. 229.]

## FOREIGN MISCELLANY.

### *From the United Service Journal of April.* ON NAVAL HYDROGRAPHY, AND THE SURVEYS AT PRESENT IN HAND.

BY CAPTAIN BASIL HALL, R. N.

MR. EDITOR: It has long occurred to me that you would be rendering an agreeable and useful favor to the country, were you to bring into popular notice an important branch of the public service, of the extent and value of which few people are fully aware; and I shall feel very happy if you consider the following notes worthy of your admirable Journal, and likely to engage attention. I do not pretend, by any means, to have exhausted the subject, as that is a task which could be performed only by a person actually engaged in the service alluded to, and who, at the same time, should have ready access to all the official documents connected with the multifarious works in hand. My chief purposes in drawing up this memorandum are, first, to explain, as briefly as may be consistent with distinctness, the objects of a surveyor's duties; and, secondly, to show with how much skill and perseverance the work has been executed, and thence to claim the national gratitude for high duties well performed, but which, up to this time, have been little known, except to the hardy laborers themselves and their immediate employers.

It may, indeed, be safely said that in some respects no case is harder than that of our naval officers who are employed as hydrographical surveyors, and are sent to examine and make charts of the different coasts of the globe, though it might, perhaps, be difficult to point out any service of more real or more lasting utility. Upon it not only depends the security of navigation at its most difficult and dangerous stage, but it greatly contributes to the well-being of commerce; and thus, besides involving so many of the comforts of those who "set at home at ease," it most essentially tends to lessen the hardships and dangers of a sea life, which, manage it as we may, must still have enough to encounter in the winds and waves, that no science can lull, no skill evade.

Even those who have never been afloat, or have made no voyages beyond their own well known shores, can understand of what vital importance it is, when visiting remote coasts, (or, indeed, any coasts, far or near, whether in the British Channel or in the Japan Seas,) to be well acquainted with the nature of the shore along which their ship may be navigating. Even in the finest weather, with the fairest wind, and in the districts most free from danger, there is still a constant risk, even in the day time, unless the position of the headlands, the depth of the water, the set of the tides, the variation of the compass, the direction and force of the prevalent winds, and various other items, be more or less carefully known and taken into account. But when the region over which a ship is steering is but imperfectly known, is seamed with partially examined shoals, or is fretted with insulated, sunken rocks, or barred up with insidious coral reefs, over which currents run, the speed and course of which are uncertain; and if the winds be irregular in their force, and the local laws by which they shift unsettled; and if to these causes of distraction the fearful addition of darkness be added, during a long and dreary winter's night, the anxiety which besets the mind of the commander of a ship must have been often felt to be fully appreciated. In like manner, the sort of buoyant confidence, and even pleasure, with which he sails along a well-surveyed coast, can be duly understood only by those

who have made many voyages. Let him be but sure of his position by the infallible means now in the hands of every well supplied navigator; and let him be sailing on a properly laid down coast, however dangerous, and in whatever weather, he feels no alarm, but only pride, that in the darkest night he can make his way with certainty, guided by his chart, his lead line, his well-corrected compass, his occasional reference to the stars, and by the help of those greatest of all earthly comforts to the sailor, light-houses. But, as we said, to render nautical science useful, to impart the least advantage to the lead-line, or to render this or that course steered by the compass at all available in practice, or to render even the sight of a light-house a blessing, the coast along which the ship is navigating must be accurately traced, the soundings must be well determined, not merely at one time of tide but at all times, and the quality of the ground must be ascertained and recorded; the rate at which the tides flow, and what are their devious courses, must be specified; some acquaintance, too, with prevalent winds must be added, in order to enable a ship to profit by all these combinations which determine her position, not to mention such drawings of the land as may enable strangers to recognise points on the coast which they had never seen before. To any one who understands what has just been said, the heavy responsibility which falls on the hydrographical surveyor will also be duly allowed for.

In many other departments of the naval service there occur long periods of duty of which the details may be performed with more or less slackness without any material detriment to the public service; and often some of the highest exploits in war are dependent upon transient contingencies, which it is the province of genius to seize hold of at the moment, in order to command that ultimate success by which alone the public are in the habit of judging of merit. Even in making voyages, especially distant ones, a very loose kind of navigation will get a ship safely along in the open sea; and though, of course, a well conducted ship will always, in the long run, beat one which is handled in a slovenly way, if at last both vessels reach their port in safety, nobody cares much about any thing else, however indifferently the service may have been performed during the voyage.

But the hydrographical surveyor has no such seasons of relaxation in the performance of his duty, since he can never for one moment intermit the utmost stretch of his vigilance without incurring a risk so serious, that if he have a single spark of the proper feelings of an officer in him, he will shrink, as from a crime, at the slightest deviation from the most rigorous exactness which his means are capable of attaining. Every cast of the lead which is taken on board his ship, or in his boats, is loaded with its separate, specific responsibility; every angle taken from every station, whether on land or rolling about in a boat, every compass-bearing, every measured base, every part and parcel of his work, in short, must be executed with the maximum degree of care, or it is altogether worthless. To explain this in a single instance, it may be stated, that where the tide rises and falls considerably, each sounding taken at any moment but that of low water has to undergo a correction. In like manner, the direction and the velocity of the tides have to be computed for every hour of the ebb and flow, and every anomaly faithfully recorded, whether it be understood or not. No one operation, indeed, in the whole course of a survey can be negligently performed without deterior-

rating all the rest, and rendering it a great deal worse than useless; for it must be recollected that when navigators come afterwards to make use of the charts which have been constructed under the high sanction of a government survey, they rely implicitly (since they have no means of judging of it for themselves) upon the fidelity with which the surveying service has been performed.

And this leads me to speak of the primary importance of good faith on the part of a surveyor, not only in making, but in recording his observations, and also in what is called reducing them, that is, computing the results, and finally projecting his chart from the raw materials laboriously accumulated in the course of the operation. Unless all this be done with the strictest fairness, unless every care be taken in making the proper allowances for the errors of his instruments, and for time and tide; and unless in the multifarious, and often complicated, calculations by which even the least important part of the plan is to be settled, the utmost pains be taken to avoid error, the whole becomes a mass of mischievous confusion. The temptations, indeed, to avoid difficulties, to cut across to the results by short roads, and to make the show without the substance of a chart, are so numerous, and lie so far out of the way of ordinary detection that indolence, or indifference, or ignorance, or bad faith, will be too apt to accept the compromise, and fall into slovenly habits. Accordingly we really do not know any branch of the public duty which more imperiously requires for its due performance all the most honorable requirements of an officer and a gentleman than that of a maritime surveyor.

If this assertion appears at first a little exaggerated, we are confident it will cease to seem so to any one who goes a few steps further into the enquiry, and learns the still more trying obligations which the surveyor has to fulfil.

In speaking above of the minute care which every part of the survey requires, we spoke for the purpose of illustration, as if the officer in command of the service could by possibility execute all the details with his own hands, as if he stood in the ship's chains, or in the boat, and hove the lead himself; as if, finally, he measured every angle with his own sextant, and with his own eye! This, however, even on the smallest scale, is manifestly impossible, and, even if it were possible, would be absurd as well as injurious. Absurd, because the same things can generally be better done by deputy; and injurious, because their performance would inevitably take away the commander's attention from things of greater importance, to which no one but he can pay sufficient attention.

It becomes necessary, therefore, in the first place, that the surveyor should be sure that all his people are competent to do their work; and in the next, to see that they actually do perform it correctly. The amount of knowledge which is required on the part of the commanding officer of a survey is, therefore, very considerable, and, to be at all useful in practice, must go a great way beyond the current demands which are made upon it. Accordingly, it becomes an extremely delicate as well as important part of his duty, to assign to each of his assistants the kind and degree of work best fitted to his peculiar qualifications. This, however, is only the beginning. No man, be his zeal what it may, ever does his duty properly, unless, in some shape or other, his exertions are noticed. He may be carried on for a time by the mere momentum of principle, and this principle may be so firmly seated in his mind as to prevent his ever doing any thing very wrong; but there is a wide latitude between not doing wrong and doing that which is quite right, and the very best for the service. So that unless a subordinate officer on a survey, as in any other position in life, be duly superintended, he will inevitably fall into negligent habits, in the course of time, and the sur-

vvey will prove useless, or, as we have already hinted, often worse than useless.

Here, then, is brought at once upon the surveyor's shoulders far more than the average load of responsibility, which presses upon him without any intermission, is often of a very peculiar kind, and requires the closest description of vigilance. If all the soundings, angular measurements, and other details of a survey were made from on board the ship, or in boats stationed close to her, the captain might, by the ordinary exercise of discipline, ensure their correct performance. But by far the greater part of all these operations is done at a distance, in boats detached from the ship, or under other circumstances where direct personal superintendence is impossible. A higher sort of discipline, therefore, in the shape of moral influence, must be brought into play, and it becomes the arduous task of the surveyor to establish such a degree of authority over his people as shall ensure their serving under him, when out of his sight, with the same fidelity, and with the same zeal, as if they were actually working under his eye. He must teach them truly to love their work on its own account, and to be stimulated in its performance not only by a sense of duty, but by the certainty of gaining the approbation of their superiors, and by the generous hope of those eventual advantages which belong to patient well-doing.

This system, to be effective, must pervade the whole of a commanding officer's arrangements, and must include not only those persons employed in the primary manipulations of the survey, whether in the boats or on shore, or in the chart office on board, but must take into account the petty officers and seamen engaged in these services, as well as the ordinary duties of the ship. All hands, in short, must be kept in good humor, in order that all may work cheerfully together. If the general discipline be either too tight or too slack, this will never be the case; and it is wonderful to observe how all the operations of a survey, even those which it might be thought lie most out of the way of such influences, are made to feel the effects of good or bad discipline in the largest sense of the word.

An officer in command of a surveying service, as we have already mentioned, must, from the nature of things, be left very much to his own discretion, for it is generally owing to the hydrographical circumstances of a coast being imperfectly known that he is employed at all. He has therefore to decide at the moment in what manner the objects are to be attained. At one time it may be deemed proper to keep all hands on board, to work from the ship. At another, the ship may be anchored in a place of safety, and the boats be dispatched in a body or separately to explore districts in which it may be dangerous to expose the ship. The captain may consider it necessary to accompany such expeditions, or he may send them away under his officers; but whatever he does, he has the responsibility of the decision; and when it is considered that he is acting in unknown regions, where the dangers and difficulties are to be provided against at the very moment of their discovery, and where it will often happen that nothing is certain but the danger his ship is in, his uninterrupted anxiety may be in some degree imagined. Let it be recollected, too, that in the process of that minute investigation which the very essence of a survey implies, it is the duty of an officer to be almost perpetually incurring hazards, which at any other time it would be his express duty to avoid.

It happens fortunately for the public service that many of our surveyors are men of education, as well as talents and industry. Most of the officers now employed are likewise well informed geologists. Indeed, nothing comes amiss to them. They are geographers by actual employment, in the strictest sense of the word. They should know a good deal of history, something of botany, zoology, and of na-

tural history generally, to say nothing of meteorology. Even classical attainments have their value in some surveys; witness the elegant researches of Captain Beaufort on the coast of Karamania, or those of Captain Smyth, all round the Mediterranean, as evidenced by his interesting books, especially that on medals. Finally, in order either to perform his business properly in the first instance, or to render it available afterwards in the shape of charts and reports, the surveyor must be more or less of a draftsman, a mathematician, and a man of general science, or many of his opportunities will be lost, both to himself and his country.

We say nothing of those numberless minor details to which the commander of a survey's attention must be given, if he hopes to maintain that degree of cheerfulness amongst his officers and people which insures the hearty co-operation of all parties in advancing the work in hand. If, for example, the boats sent out shall be inadequately supplied with provisions, or be kept too long exposed to the heat of the sun between the tropics, or to the cold and rain beyond them; or if the hands left behind for the ship's duty be too few in number, the generous spirit of companionship in toil is gradually damped, and at last extinguished.

It may be said, and truly, that much of what we have pointed out here respecting the duties of a surveyor belong, with various modifications, to every description of the naval duties. Still we are not aware of any in which the sagacity, good temper, and general knowledge of his business on the part of a commanding officer tell so surely, or where the opposite qualities of ignorance, impatience, and want of professional knowledge produce more inevitable mischief to the service in hand.

I am tempted here to touch for a moment on rather an interesting professional controversy, namely, the relative advantages of the surveying service, and the ordinary employment of a man of war for teaching seamanship, and all the most important details of navigation. It strikes me as decidedly in favor of the surveying branch, chiefly from the nautical dangers and difficulties by which it is almost constantly surrounded. Unless under peculiar circumstances, a man of war is occupied chiefly in making passages from port to port, or in the easy and merry work of cruising; and her commander, as I have already remarked, avoids, on principle, rocks, shoals, and all those dangers which, on principle, the surveyor hunts for and closes with. Who shall say then that less seamanship is required in managing a ship which is placed continually in dangerous situations, on an open and exposed coast close to shore, frequently surrounded with rocks and reefs unknown till he has discovered them, liable to be continually surprised in such situations by calms, by fogs, by darkness, or by the sudden springing up of gales blowing directly towards the land? Many men of war, indeed, pass years without encountering as many professional difficulties of a trying nature, so far as seamanship is concerned, as a surveying vessel meets in a month! How can it be maintained that any situation is more favorable for breeding good seamen, especially of the rank of officers, than a vessel constantly navigating amongst islands and shoals of an unknown coast, requiring the utmost vigilance on their part, and their enforcement of the most prompt obedience on the part of the men, as well as the quickest evolutions, in order to save the ship from the dilemmas to which she is every minute exposed? While it can hardly be doubted that for acquiring a knowledge of nautical astronomy and scientific navigation generally, the surveying service is much the best school, for its requirements are unceasing. A few of the general etiquettes of the service, indeed, and some of the important duties of a fleet, cannot be learned, or fully kept up on a survey. But a judicious officer will not fail, even

there, to maintain all the regulations of the service entire, while habits of vigilance, of promptitude, and prudence may be engendered so as to be turned to the highest account in every department of the naval service afterwards.

Unfortunately for these poor fellows, their hard and incessant labors are so completely unseen by the rest of the world, that their services count for little, and they have often, until lately, been allowed to pass off the field without one smile of favor, while others, whose acts were not half so useful, but which happened to be more brilliant and better suited to catch the public gaze, have been extolled to the skies and loaded with distinctions seldom awarded to the hardy surveyor! It happens also that the published records of a survey are rarely possessed of much popular interest. Their charts are no doubt of the highest possible interest to the mariners who use them, and ought to be objects of respect and gratitude to the public, and particularly to the owners of ships, the safety of whose property they so directly insure; but to the rest of the world they are so totally unknown, that the surveyor must make up his mind to let virtue be its own reward, so far as reputation goes, and even to sigh long for his promotion, unless he should be fortunate in a hydrographer at the Admiralty, who may claim, and by well-timed representations secure, advancement for his hard-working officers.

I think, therefore, that you will be doing no more than an act of justice to many very meritorious men, and be rendering an acceptable service to your readers generally, by publishing what has been done of late years in this department of the navy, under the directions of as able a superintending officer as ever it was the good fortune of any government to employ. And here I may surely be permitted to remark how important it is that, amidst all the storms of politics, and all the chopplings and changes which they bring with them, there are some offices which the good sense of all sides exempt from official interference. Thus, happily for the cause of nautical science, and the best interests of the country, Capt. Francis Beaufort, himself well known as a voyager and a nautical surveyor, has held for ten years the situation of hydrographer of the Admiralty, and has been enabled to carry on uninterruptedly (which is half the battle) a long course of surveys both at home and abroad. Of these invaluable works, so useful and important in every sense of the words, the public certainly know too little. But as all these great operations have been carried on at their expense, and under the responsibility of persons employed and paid by them, they have a good right to know something of the manner in which their money has been expended. I shall therefore endeavor to give a brief, and of course imperfect, but, I trust, a faithful sketch of what has been done of late years in this department of the public service.

To begin with the object nearest to us, and in many respects the most important; it must be considered a very singular fact, that until the survey commenced only seven or eight years ago, and now almost completed, of the river Thames, no scientific, or even moderately exact examination had been ever made of the approaches to the greatest commercial city of the world, nor any records kept to show the alterations which time had produced in the limits and dimensions of this river, which, though a small one in comparison to those of the continent, is nevertheless more important in the eye of commerce than any one of them.

The late Lord High Admiral appointed Capt. Bullock to survey the river Thames, and this task he has completed as far as Margate, with a degree of accuracy which will, no doubt, be extended to the entrance of the river, where he is now engaged in her Majesty's steam ship Boxer. It is important to consider that, after this survey is completed, we

shall be able to ascertain, in a shorter or longer period, what is the "modus operandi" of nature in the growth, diminution, alteration in form, or change of position in the banks of the river, and in the multitudinous shoals which lie between them. Such knowledge of the laws by which these hidden dangers are regulated, if it does not in all cases show us how to apply a remedy, will confer a great service on navigation, by enabling the pilots to follow newer and better tracks, instead of blindly groping along old routes, from not having any means of detecting the gradual changes, which are constantly going on at the mouth of great rivers.

Next in order of position comes the great survey of the *North Sea* and the eastern coast of England, which has been carried on with a degree of industry and talent by Captain Hewitt, which, were its details as well known and understood by the country generally as they are by nautical and scientific men, would win for him a high place in public estimation. He has been about seven years, we think, "pegging in," as he calls it, the soundings of the *North Sea*, with a degree of accuracy heretofore not only unknown, but never even dreamed of, and probably unattainable before these days, for want of the requisite instruments.

I feel strongly tempted to give some details of the manner in which this accomplished surveyor executes his delicate work, and which I have had the satisfaction of hearing him describe. But it is foreign to my present purpose to mention more than the results which have been obtained, without adverting to the technical methods by which they have been got at.

The difficulty of obtaining astronomical observations in the foggy climate of the *North Sea*, often renders its navigation uncertain; and its numerous banks, shoals, and flat shores render it dangerous. But these very banks and shoals furnish in themselves a sufficient means of avoiding their dangerous parts, when due attention is paid to the varying depths and the nature of the bottom at those parts which are *not* dangerous. For this purpose the exact depth of water, and the colour, size and shape of the sand, gravel and stones at the bottom, must be every where accurately determined and carefully laid down on charts. Perhaps no work ever required a greater combination of the resources of science, labor, and zeal, than this extraordinary survey of the *North Sea*; probably none will prove eventually a greater boon to the mariner. The loss of the *Hero* and *St. George*, ships of the line, in 1811, was not, I believe, occasioned so much by stress of weather as by an uncertainty as to the exact position of the ships; and it is more than probable that, had they then possessed charts as good as those now in progress, they might have been saved. It is true there were numerous charts of the *North Sea* in existence before, but there was not one approaching even to accuracy; nor could any useful map ever have been made by collecting together these detached, erroneous, and incongruous results of the efforts of individuals. To give the least chance of so extensive, and at the same time so very delicate, a work being executed in a manner likely to prove useful in the practice of navigation, the whole operation requires to be done under one system, and, if possible, by one hand. All this has been accomplished by the skill and diligence of Captain Hewitt, directed by the bold genius of the present hydrographer of the Admiralty, who originated the idea.

The same vigorous intellect which conceived the original notion of furnishing a *subaqueous map* of the *North Sea*, struck out and put in execution the analogous plan of surveying the *Irish Sea*, or *St. George's Channel*, as it is sometimes called. This, besides being the avenue to the great commercial towns of Bristol, Liverpool, and Glasgow, is daily traversed by hundreds of coasters, and crossed and recrossed by steam boats, which are increasing every hour in num-

bers and importance. Like the *North Sea*, its soundings, if carefully determined and systematically digested, so as to be laid down intelligibly on a chart, should enable the seaman to navigate that channel with equal security, and almost equal facility, in the night, or in a fog, as in the clearest day! Critically speaking, we know, or at least we did know, scarcely any thing of these middle soundings till the present survey was commenced by Captain Belcher, just before he was appointed to H. M. S. *Sulphur*, and sent to the shores of the Pacific. His place has lately been taken by Captain Beechey, the able officer whose voyage to the Pacific the public are well acquainted with, and who now commands H. M. steam ship *Africa* on this extremely difficult service.

It is proper to explain that there are thus two distinct classes of surveys going on at the places above mentioned—one which may be called the *shore survey*, which is managed by people working partly on the land and partly in boats, but who do not generally carry their investigations beyond twenty fathoms depth of water, nor extend their distance from the land to more than three or four miles, though sometimes they go off to eight or ten; the other, to which we have above adverted, may be called the *deep-sea survey*, and has for its object the hydrographical connexion of the shore-surveyor's work with that of the intermediate channel.

Of these coast or shore surveys, the most important I shall now mention. The *eastern coast* of Great Britain is distinguished from all other parts of the United Kingdom, not only by the absence of ports of refuge or safety in hard easterly gales, but by having a larger proportion of shoals and dangers, while the coasting trade is more extensive than any other. Owing to the prevalence of westerly winds, indeed, this coast is generally what seamen call a *weather-shore*, and is, therefore, so far as that goes, not so dangerous as the other side of the island. But, until the recent surveys were undertaken, the charts were so bad, that it was often not possible to lay down the position of the numerous buoys and beacons amongst which the mariner had to thread his way, beset by the dangers alluded to.

[Concluded next week.]

## PROCEEDINGS OF CONGRESS IN RELATION TO THE ARMY AND NAVY.

### HOUSE OF REPRESENTATIVES.

WEDNESDAY, DECEMBER 26, 1858.

The SPEAKER laid before the House a message from the President of the U. S., on the subject of the fortifications on Pea Patch island.

THURSDAY, DEC. 27.

Mr. HAYNES moved the following resolutions:

*Resolved*, That so much of the President's message as relates to the defence of the frontiers against Indian hostilities, and the protection of the Indian tribes from the intrusions of citizens of the United States, so much thereof as relates to the establishment of a manufactory of small arms west of the Alleghany mountains, and to a manufactory of gunpowder, together with so much as relates to the report of the Secretary of War, and the public interests entrusted to the War Department, be referred to the Committee on Military Affairs.

*Resolved*, That so much of said message as relates to the Militia be referred to the Committee on the Militia.

*Resolved*, That so much of said message as relates to the report of the Secretary of the Navy, and the interests entrusted to the Navy Department, be committed to the Committee on Naval Affairs.

*Resolved*, That so much of said message as relates to the establishment of a national foundry for cannon, to be common to the service of the army and navy of the United States, be referred to a select committee, to report by bill or otherwise.

MONDAY, DEC. 31.

On motion of Mr. STONE,

*Resolved*, That the Committee on Military Affairs be instructed to inquire into the expediency of increasing

the pay of the volunteers or draughted militiamen who are now, or who may hereafter be called into the service of the United States. Also, those who are or may have been employed by the General Government for removing the Cherokees out of the States of Georgia, N. Carolina, Tennessee, and Alabama, and settling them west of the Mississippi, as well as those volunteers who have just returned home from the Florida war. Also, to provide by law for the payment of all horses and their equipage at their first valuation, which have either been turned over to the Quartermaster's Department by order of Gen. Jessup, or which have been lost by death, or become unfit for use on account of the Government having failed to furnish forage sufficient to sustain them.

On motion of Mr. NOYES,

*Resolved*, That the Committee on Military Affairs be instructed to inquire into the expediency of allowing the claim of Major Sylvester Churchill, of the United States army, for extraordinary services as inspector general with the army in Florida, Alabama, and Georgia, in the years 1837 and 1838.

On motion of Mr. GREENELL,

*Resolved*, That the report of the Secretary of War of the 23d December last, on the "subject of the claims of the State of Massachusetts for militia services and expenditures during the late war with Great Britain," be referred to the Committee on Military Affairs.

On motion of Mr. LINCOLN,

*Resolved*, That the Committee on the Militia be instructed to consider the expediency of increasing the annual appropriation by Congress, for the purpose of providing arms and military equipments for the whole body of the militia of the United States.

On motion of Mr. LINCOLN,

*Resolved*, That the Committee on the Militia be instructed to consider the expediency of providing by law that the distribution of arms procured by virtue of the act making provision for arming and equipping the whole body of the militia of the United States, passed April 23, 1808, should be made according to the apportionment of the representation of each State and Territory in the Congress of the United States, or by some other rule of apportionment which shall, practically, be more equal and just, among the different States and Territories, in respect to their population, subject to the laws of Congress and of the States and Territories respectively, to enrolments in the militia, and the active performance of military duty therein.

Mr. LINCOLN submitted the following resolution; and the rule being dispensed with, it was read, considered, and agreed to, viz:

*Resolved*, That the Secretary of War be directed to communicate to this House a statement of the quantity and description of arms which, since the conclusion of the last war with Great Britain, have been procured and distributed to the States and Territories respectively, pursuant to "An act making provision for arming and equipping the whole body of militia of the United States," passed April 23, 1808; and also to state by what rule of apportionment the arms have been distributed, the manner and times in which the returns of the militia have been received from the States and Territories; whether those returns have been made annually, and, in default of such annual returns, what rule has been adopted in making the distribution, and for what number of years any of the States have neglected to make such returns; and also, that the Secretary communicate to this House an abstract of the latest returns of the number of militia in the States and Territories respectively, with their dates, together with an abstract of the quantity and dates of the issue of arms upon such returns.

Mr. EVERETT submitted the following resolution; which was read, and laid on the table one day, under the rule, viz:

*Resolved*, That the Secretary of War be directed to lay before this House a statement of the number of troops, from the army and marine corps, militia, and volunteers, employed in the Seminole war since its commencement; the terms of service; the number killed and wounded; and also, a statement of the amount of money expended in said war.

On motion of Mr. GRANT,

*Resolved*, That the Committee on Military Affairs be directed to inquire into the expediency of repairing and rebuilding Fort Ontario, situated at Oswego, in the State of New York; and with the view of making such

inquiry, that said Committee correspond with the Secretary of War, Major General Alexander Macomb, and Colonel W. J. Worth, of the army, as to the probable expense of such repairs, and the importance of said fortification, as a military post, for the protection of the northern frontier.

On motion of Mr. MARVIN,

*Resolved*, That the Committee on Commerce be instructed to inquire into the expediency of causing such parts of lakes Ontario, Erie, St. Clair, Huron, Michigan, and Champlain, and the bays contiguous, and the rivers and straits connected with said lakes, to be surveyed, and accurate maps and charts of such surveys to be made, for the security and safety of the navigation and commerce on said waters.

On motion of Mr. RESELL,

*Resolved*, That the Committee on Military Affairs be instructed to inquire into the expediency of rebuilding the fortifications on Carleton island, at the outlet of lake Ontario, in the county of Jefferson, in the State of New York.

On motion of Mr. PRATT,

*Resolved*, That the Committee on Commerce be instructed to inquire into the expediency of authorizing a survey of the mouth of the Catskill creek in the Hudson river.

On motion of Mr. MITCHELL,

*Resolved*, That the Committee on Military Affairs be instructed to inquire into the expediency of making an appropriation to preserve the public works at Fort Niagara, in the State of New York, from destruction, and to put the same in complete repair.

On motion of Mr. YORKE,

*Resolved*, That the Committee on Commerce be instructed to inquire into the expediency of making an appropriation for the erection of a breakwater on Crow shoals, at Cape May roads, in the Delaware bay.

On motion of Mr. GARLAND, of Virginia,

*Resolved*, That the Committee on Naval Affairs be instructed to inquire into the expediency of constructing steam ships for the naval service of the United States.

On motion of Mr. GRAHAM, of North Carolina,

*Resolved*, That the Committee on Military Affairs be instructed to inquire into the expediency of authorizing the militia to be called into the public service for a longer term than three months; and that they extend the term of service to twelve months, if they shall be so long required.

*Resolved, further*, That said committee inquire into the expediency of increasing the pay of militia soldiers to eight dollars per month.

On motion of Mr. LEGARE,

*Resolved*, That the Committee on Naval Affairs, to which was referred the memorial of the Charleston Chamber of Commerce, in relation to nautical schools, be requested to take the subject into consideration, and report thereon in the course of the session.

On motion of Mr. J. W. ALLEN, of Ohio,

*Resolved*, That the Committee on Commerce be instructed to inquire into the expediency of making an appropriation for the commencement of a breakwater at the harbor of Cleveland, in the State of Ohio, on the plan suggested in the report of Captain Henry Smith, on the files of the War Department.

Mr. JOHNSON, of Louisiana, submitted the following resolution, which was read, and agreed to, viz:

*Resolved*, That the Secretary of War report to this House the progress made in the construction of Fort Livingston, at Grand Terre, Louisiana; the sum expended in the said work; the amount yet applicable to the object; and also, the causes which have retarded the completion of the said fortification.

On motion of Mr. DENN,

*Resolved*, That the Committee on the Public Lands inquire into the expediency of providing by law for the issue of land scrip for the satisfaction of such warrants for bounty land as have issued, or may hereafter issue, for revolutionary or other military services.

On motion of Mr. EWING,

*Resolved*, That the Committee of Claims be instructed to inquire into the expediency of abridging its onerous duties, by reviving such sections of the act passed the 9th day of April, 1816, entitled "An act to authorize payment for property lost, captured or destroyed during the last war," as may be deemed proper, and to embrace horses lost and private property consumed by mounted

rangers, and militia, and volunteers in the authorized campaign of 1811, previous to the formal declaration of war in 1812; also, into the expediency of authorizing and granting to the officers and privates in the service of the United States as rangers, volunteers, and militia, for six months, altogether, from and after the date of the order given to the army to embody to march to Tippecanoe, in 1811, to the end of the war, scrip sufficient to enter a tract of public land each, apportioned according to rank.

On motion of Mr. CASEY,

**Resolved**, That the Committee on Roads and Canals be instructed to inquire into the expediency of making an appropriation for the improvement of the navigation of the Great Wabash river.

On motion of Mr. MILLER,

**Resolved**, That the Committee of Ways and Means be instructed to inquire into the expediency of making an appropriation for the further improvement and completion of the harbor of St. Louis, Missouri; also an appropriation for the improvement of the navigation of the Mississippi river, from the mouth of the Ohio to the mouth of the Missouri river, and also an appropriation for the improvement of the navigation of the Missouri river from its mouth as far up said river as Fort Leavenworth.

On motion of Mr. CRARY,

**Resolved**, That the Committee on Naval Affairs be instructed to inquire into the expediency of so re-organizing the Navy Department as to dispense with the services of the Board of Navy Commissioners.

WEDNESDAY, JAN. 2, 1839.

Mr. BELL, from the Committee on Indian Affairs, submitted to the House three communications from the Secretary of War to that committee: the first containing the report and estimate of the Commissioner of Indian Affairs on the subject of the expenses of making the disbursements of that office; the second enclosing a communication from the Commissioner of Indian Affairs, asking for authority to employ additional clerks in the Indian office; the third enclosing a report from the Commissioner of Indian Affairs, on the subject of the small-pox, which still prevails among the Choctaws, Chickasaws, Cherokeees, Creeks, and Seminoles.

**Ordered**, That said communications be referred to the Committee on Indian Affairs.

Mr. EVERETT submitted the following resolution, as a modification of the resolution moved by him on Monday the 31st December ultimo, and laid on the table one day, under the rule, viz:

**Resolved**, That the President of the United States be requested to lay before this House, at the commencement of the next session of Congress, statements of the whole military force employed, and of all moneys expended, in carrying on the Seminole war; exhibiting, in tabular forms, as far as practicable—

1. In relation to the regular army and marine corps: the numbers of artillery, of infantry, and of dragoons; the length of time in service; the number of resignations and desertions; the numbers of the killed, and of those who died of wounds or sickness; the number and the gross amount of pensions granted on account of wounds received in service; the gross value of arms and ammunition issued, and the gross value of the same lost or destroyed; the number and gross value of the horses in service; and the number and gross value of those lost in the service; and the gross amount paid or due for pay, for rations, and for forage.

2. In relation to the militia and volunteers: the numbers of artillery, of infantry, and of dragoons; the length of time in service; the State or Territory from which they came; the numbers of the killed, and of those who died of wounds or sickness; the number and the gross amount of pensions granted on account of wounds received in service; the gross value of arms and ammunition issued, and the gross value of the same lost or destroyed; the number of horses in service, the number lost, and the gross amount paid or due therefor; and the gross amount paid or due for pay, for rations, and for forage.

3. In relation to the Indians: the number employed, the tribes from which they came; the length of time in service; the gross amount paid or due for pay, for rations, and for forage; and the gross amount of all incidental expenses relative to their employment.

4. In relation to all expenses of the year, not included in any of the above statements: statement of the gross

amount of the different subjects of expenditures, and under separate heads, so far as they are kept in separate accounts on the books of the Department; and in all other cases, a general statement of the amount and object of each expenditure.

5. In relation to the removal of the Seminoles: the number removed; the time when removed; and the gross amount of all expenses for their removal and subsistence.

The said resolutions were read, and laid on the table one day, under the rule.

Mr. DOWDING presented a communication from Napoleon L. Coste, lieutenant commanding cutter Campbell, in relation to light houses on Loggerhead key and East key;

Also, a communication from W. W. Hory, of New York, and Robert Leslie, of Baltimore, on the subject of a light-house on Cape Canaveral;

Also, resolutions of the Legislative Council of Florida, relative to light-houses, port of entry, and post routes;

Also, a resolution of the House of Representatives of the United States of December 20, 1836, relative to a new collection district at St. Joseph, in Florida, and a light-house at Cape St. Blas;

Also, a report of a survey of Carysfort reef, on the coast of Florida, and a communication from Winslow Lewis, of Boston, upon the same subject;

Also, an estimate of Col. J. J. Abert, of the Topographical Engineers, as to the survey of the harbor of St. Joseph, in Florida;

Also, a resolution of the House of Representatives of the United States relative to an appropriation for buoys on the bar at St. Augustine;

Also, a copy of a bill making an appropriation for the improvement of certain harbors in the Territory of Florida and Wisconsin for the year 1838.

THURSDAY, JAN. 3.

Mr. UNDERWOOD submitted the following resolution; and the rule which requires it to lie on the table one day being dispensed with, it was read, and agreed to, viz:

**Resolved**, That the Secretary of War be directed to communicate to this House, as speedily as practicable, all the facts touching the defalcation of General Charles Gratiot, late Chief Engineer; showing the time when he was first a defaulter, and for what sum; what orders were given stopping his pay in consequence of his default, and when; and what orders were given him directing the settlement of his accounts, and when; together with all correspondence on the files or books of his office relative to said Gratiot's defalcation;

And that the Secretary of War be directed to communicate to this House, as soon as convenient, all facts and correspondence relative to the defalcation of any and every civil or military disbursing agent or officer now in service either in the staff or line, subject to the orders of the War Department, who has failed, within the last two years, for a longer period than two months, to settle his accounts in the manner prescribed by law; or who, upon settlement, has been found in arrears to the Government, and has failed to pay over the balance against him when demanded.

The SPEAKER laid before the House a letter from the Secretary of War, transmitting a statement showing the expenditure of the appropriation for the contingent expenses of the military establishment during the year 1833; which letter and statement were laid on the table.

FRIDAY, JAN. 4.

Mr. CUSHING, from the Committee on Foreign Affairs, to which was referred a message from the President of the United States in relation to territory of the United States beyond the Rocky mountains, and to which the subject was committed, by resolution, on the 14th of December ultimo, made a detailed report, accompanied by a bill (No. 976) to provide for the protection of the citizens of the United States residing in the Oregon territory, or trading on the Columbia river or its tributaries; which bill was read the first and second time, and committed to the Committee of the Whole House on the state of the Union; and ten thousand copies extra of said report were directed to be printed.

Mr. CUSHMAN submitted to the House a letter from the Secretary of the Treasury to the Committee on Commerce, accompanied by a communication to him from Samuel F. B. Morse, dated at Paris, in France, October 27, 1838, upon the subject of his (Mr. Morse's)



electro-magnetic telegraph; which letter and communication were laid on the table.

SATURDAY, JAN. 5.

On motion of Mr. HARLAN.

**Resolved**, That the Secretary of War be directed to communicate to this House a statement of the final settlement of the accounts of Lewis Cass, late superintendent of Indian Affairs; of the annual salary of said superintendent; and of any extra compensation, commissions, or other allowances, over and above his annual salary, which have been credited or allowed to him at the Treasury Department; and at what time, and under what law or rule of the Department said allowances were made; together with any opinion which may have been given by the Attorney General in regard to said accounts or allowances.

MONDAY, JAN. 7.

Mr. KEMBLE presented three petitions of officers of the line of the army of the United States, setting forth at length, the difference of pay between the line and staff of the army; the unequal rate of promotion of officers of the line, when compared with those of the staff; and contrasting generally the duties of the officers of the staff and of the line; and praying Congress to place the line of the army upon an equal footing with the several staff corps.

Mr. DAWSON presented a resolution of the Legislative Council of the Territory of Florida, urging upon Congress the necessity and utility of erecting a light-house on Cape St. Blas.

Mr. DOWNS presented a resolution of the Legislative Council of the Territory of Florida, urging the necessity of an appropriation being made by Congress for the erection of a marine hospital at the city of St. Joseph.

Various other petitions of the same nature were presented and referred.

TUESDAY, JAN. 8.

Mr. HAYNES, from the Committee of Ways and Means, reported a bill (No. 933) to provide for the support of the Military Academy of the United States, for the year 1839; which bill was read the first and second time, and committed to the Committee of the Whole House on the state of the Union.

On motion of Mr. HAYNES, from the Committee of Ways and Means.

**Resolved**, That the Committee of Ways and Means be discharged from the further consideration of the estimate for the new barracks for the cadets, and barracks for a company of dragoons, and stables for their horses, at West Point, and that it be referred to the Committee on Military Affairs.

Mr. McKAY, from the Committee on Military Affairs, reported a bill (No. 987) making an appropriation for the payment of a company of volunteers mustered into the service of the United States by Captain Drane, and which acted as a guard to a party of emigrating Cherokees; which bill was read the first and second time and committed to the Committee of the Whole House on the state of the Union.

Mr. INGHAM, from the Committee on Naval Affairs, reported the following resolution:

**Resolved**, That Thursday, the 19th instant, from and after one o'clock, be specially assigned for the consideration, in preference to any other business of House bills—

No. 703. For extending and improving the navy yard at Brooklyn, and for constructing a dry dock at the same;

No. 573. To regulate the pay and emoluments of pursers;

No. 572. To alter and regulate the navy ration;

No. 670. To authorize the purchase of two vessels, to be employed as receiving vessels in the naval service;

No. 571. For reducing under one head of appropriation various appropriations for building, rebuilding, replacing, purchasing, and repairing vessels of war, and for providing materials for the same;

No. 525. For the payment of certain pensions heretofore paid out of the privateer pension fund;

And if all said bills shall not be finally disposed of on said day, then, and in that case, the next succeeding day from the hour aforesaid, shall be, in like manner, assigned for the further consideration of the same.

A motion was made by Mr. PETERS to amend said

resolution, by striking out bill No. 703; which motion was disagreed to.

On motion of Mr. WISE, the resolution was amended, by inserting therein bill No. 652, for the augmentation of the marine corps.

A motion was made by Mr. RUSSELL to amend the resolution, by striking out the words, "and if all said bills shall not be finally disposed of on said day, then, and in that case, the next succeeding day, from the hour aforesaid, shall be, in like manner, assigned for the further consideration of the same." This motion was disagreed to.

A motion was made by Mr. TOLAND to amend the resolution, by inserting therein bill No. 777, for building a dry dock at Philadelphia, which motion was disagreed to.

A motion was made by Mr. SMITH to amend the resolution, by inserting therein bill No. 493, for the erection of hospitals on the western waters; which motion was disagreed to.

And the question was put that the House do agree to the resolution as amended.

And passed in the affirmative—two-thirds voting therefor.

WEDNESDAY, JAN. 9.

The SPEAKER laid before the House a letter from the Secretary of War, transmitting a report of the Chief Engineer in relation to Fort Livingston, called for by the House on the 21st December, 1838; which letter and report were ordered to lie on the table.

The House proceeded to the execution of the special order of the 5th inst., and resolved itself into the Committee of the whole House on the state of the Union; and, after some time spent therein, the Speaker resumed the chair, and Mr. BANKS reported that the committee had, according to order, had the state of the Union generally under consideration, particularly the bill (No. 703) for extending and improving the navy yard at Brooklyn, and for constructing a dry dock at the same, and had come to no resolution thereon.

Mr. BELL submitted to the House a communication from the Secretary of War to the Committee on Indian Affairs, recommending the appointment of a full agent for Indian affairs to the Osage tribe, in lieu of the sub-agent now with said tribe; which communication was referred to the Committee on Indian Affairs.

SATURDAY, JAN. 12.

On motion of Mr. McKAY.

**Ordered**, That the Committee on Military Affairs be discharged from the consideration of the resolution of the House of the 31st of Dec. last, requesting said committee to inquire into the expediency of repealing so much of an act, approved March 2, 1833, "to improve the condition of the non-commissioned officers and privates of the army and marine corps of the United States, and to prevent desertion," which revives the punishment of stripes and lashes for that offence, and that the said resolution do lie on the table.

Mr. JOHNSON, of Maryland, from the select committee appointed on the 10th of January, 1838, upon so much of the message of the President of the United States at the commencement of the last session of Congress as relates to the establishment of a national foundry for cannon, to be common to the service of the army and navy of the United States, and which committee was continued over to the present session of Congress, by order of the House of the 7th July, 1838, made a report thereon at length, accompanied by a bill (No. 1032) to establish a national foundry for fabricating cannon for the use of the army and navy of the United States, which bill was read the first and second time, and committed to the Committee of the Whole House on the state of the Union.

## ITEMS.

Commo. RINGOLD has been re-elected President of the New York Jockey Club.

The Philadelphia Herald says that the Corps of Topographical Engineers have commissioned Mr. SULLY to paint for them a half length portrait of Col. ARNAT. Mr SULLY will repair to Washington city, next month, to execute the order.

The British brig of war Kingdove, Capt. Stewart, went to sea from Hampton Roads on Thursday evening.



WASHINGTON CITY ;  
THURSDAY, ..... MAY 23, 1839.

The U. S. frigate Constitution, Captain D. Turner, dropped down to the lower bay, New York harbor, on Sunday morning. It was expected that she would have sailed on Saturday, but was detained, and [did not get to sea until Monday. She proceeds first to Vera Cruz, carrying as passenger the Hon. POW-HATAN ELLIS, our Minister to Mexico. Mr. ELLIS was received on board with the customary salute, on Wednesday, the 15th. After landing Mr. ELLIS, the Constitution will proceed to her station as the flag ship of Commo. A. CLAXTON, in the Pacific.

The Board of Engineers and Naval Constructors, of which Capt. M. C. PERRY, of the navy, is President, was ordered to re-assemble in Washington yesterday. The Board met and was organized, all the members having arrived here on Tuesday afternoon.

**THE FATE OF THE HORNET.**—It is but too fresh in the memory of the surviving friends of those who perished in the United States sloop of war Hornet, in the Gulf of Mexico, several years since, that no survivors have appeared to tell her mournful story. Thy only remains of the vessel found were parts of boats, with the word Hornet painted on them, and a sailor's tarpaulin hat. At this late day we have the melancholy satisfaction to announce that a clue is yet to be found, and that a history of the last hours of the vessel may be obtained by those interested.

There is one survivor at any rate, a sailor; and a gentleman just returned from the prairies of Illinois has seen him. He found him cultivating the land upon the twelve mile prairie, near the Kaskaskia river. He states that he was saved in a boat with five others; that they were drifted ashore upon the island of Cuba, whence, after different changes and fortune, he is found at the west. He states that the Hornet was making for a harbor when she struck on a rock, and that he knows of the escape from the wreck of no persons except himself and his five companions. When our informant asked him why he had never reported himself to the Consul abroad as an American, or to the Department at home, he assigned as a reason that his term of service had not expired, and as he had no inclination to continue in the naval service, he avoided reporting himself, for fear that if he did he should be compelled to serve his term out.—*New York Dispatch.*

The truth of the above story is, to say the least, highly improbable, and indeed might with safety be pronounced impossible. The fate of the Hornet created so strong an interest in the public mind, at the time of the catastrophe, that it is impossible a sailor belonging to her crew could have arrived at any port in the United States without the fact being immediately known, with all the attending circumstances. If six men were saved, as is alleged, it is hardly to be believed that some one or more would not have communicated the particulars to the public long ago.

It is cruel thus to open wounds afresh, which time has long since healed, and to revive hopes which cannot be realized. The fate of the Hornet, like that of *L'Insurgente*, the *Wasp*, and the *Eprevier*,

will always be involved in obscurity, at least until "the sea shall give up its dead."

In copying this account from the Dispatch, the Pennsylvanian adds:

Could not the informant of the Dispatch furnish the public with the name of the sailor who claims to have escaped from the Hornet? It is very strange that there should be five survivors of the gallant crew of that ill-fated vessel, and that the fact should have remained so long unknown, notwithstanding the enquiries at the time, and the anxiety yet existing to learn something of the melancholy catastrophe which robbed the country of so many gallant men. We must confess that we are somewhat inclined to doubt the correctness of the story told by the sailor farmer of Kaskaskia river, and to believe that all on board perished; but still the matter is worth enquiring into.

We return our thanks to the editors of the Louisiana, for regular slips from their office, by the Express mail, giving interesting information frequently in advance of the regular mail.

☞ The notice of COOPER'S NAVAL HISTORY, intended for this week, is unavoidably crowded out.

ARRIVALS AT WASHINGTON.

May 16—Capt. B. L. Beall, 2d drags.	Georgetown
Major S. Churchill, 3d arty.	Fuller's
— Lt. J. B. Magruder, 1st arty.	Mrs. Carlisle's
Major J. W. Ripley, Ordnance,	Fuller's
Capt. W. Mayaudier, do	G street
Col. T. Cross, A. Q. M. G.	F street
— Capt. R. Anderson, A. A. G.	
Col. D. E. Twiggs, 2d drags.	Col. Hunter's
18—Capt. C. O. Collins, A. Q. M.	Fuller's
Capt. E. S. Winder, 2d drags.	Gadsby's
21—Lt. R. C. Asheton, Adj't. 2d drags.	
Comm'r. I. Mayo, navy,	Gadsby's
Capt. M. C. Perry, do	do
C. H. Haswell, Engr. do	
J. Lenthall, naval constr.	W. J. Stone's
Lieut. H. Moor, navy,	Gadsby's

PASSENGERS.

CHARLESTON, May 14, per steam packet Wm. Seabrook, from Savannah, Col. Cross and lady, Capt. Bullock. Per steam packet Georgia, from Norfolk, Capt. J. Tattnall, of the navy. May 16, per brig Chili, from Havana, Major J. S. Lytle, of the army.  
New York, May 15, per ship Normandie, from New Orleans, Lt. W. E. Aisquith, of the army.

ARRIVALS AT PHILADELPHIA.

May 15, Major Saunders, Capt. R. Anderson, army.  
May 16, Lt. J. B. Magruder, army, and lady. May 17, Lt. J. Stallings, navy; Capt. A. N. Brevort, Marine Corps; Lt. R. B. Lawton, army. May 18, Captain R. Anderson, army. May 19-20, Capt. M. S. Dix, and lady, Lt. J. B. Scott, Major J. W. Ripley, Capt. S. Ringgold, of the army; Lieuts. H. Moor, E. S. Hutter, navy.

COMMUNICATION.

THE LATE CAPT. S. L. RUSSELL, U. S. A.

FORT FANNING, E. F., March 16, 1839.

At a meeting of the officers serving at this post, called for the purpose of testifying their respect for the memory of the late Captain S. L. RUSSELL, of the 2d infantry, recently killed in an engagement with the Indians, near Fort Dallas, on the Miami river, E. F., the following resolutions were unanimously adopted:

*Resolved*, That in the untimely death of Captain S. L.

Russell, late of the 2d regiment U. S. infantry, his family have sustained an irreparable loss, society been deprived of one of its brightest ornaments, and the army of one of its most honorable, high-minded, and efficient officers; and that we do deeply sympathize with his family and friends in their sore bereavement.

*Resolved*, That the gallantry and courage displayed by the deceased in the engagement in which he lost his life, is worthy of our warmest admiration, and reflects the highest credit upon his character as a soldier.

*Resolved*, That in testimony of their high regard for his character as a kind husband, an affectionate father, a warm and generous companion, a devoted and consistent Christian, an intelligent, courageous, and efficient officer, the officers of this regiment be requested to wear the usual badge of mourning for one month.

*Resolved*, That a copy of these resolutions, signed by as many of the officers of this regiment as practicable, be sent to the family of the deceased, and to the editors of the Army and Navy Chronicle for publication.

ALEX. CUMMINGS, *Lt. Col. com'g 2d infy.*

GUSTAVUS LOOMIS, *Major 2d infy.*

E. K. BARNUM, *Capt. 2d infy.*

THOMPSON MORRIS, *Capt. 2d infy.*

J. J. B. KINGSBURY, *Capt. 2d infy.*

H. DAY, *Capt. 2d infy.*

J. W. PENROSE, *1st Lt. 2d infy.*

E. R. LONG, *1st Lt. 2d infy.*

J. M. CLENDENIN, *1st Lt. & Adj't 2d infy.*

I. R. D. BURNETT, *1st Lt. 2d infy.*

H. W. WESSELS, *1st Lt. 2d infy.*

J. W. ANDERSON, *1st Lt. 2d infy.*

GEO. C. WESTCOTT, *2d Lt. 2d infy.*

A. T. HOFFMAN, *2d Lt. 2d infy.*

On account of the remote and distant stations of many of the officers of the regiment, it was thought advisable to transmit the above copy with the names annexed, rather than delay them longer, to obtain the names of others who would have joined us in these expressions of respect for our departed friend and brother officer.

J. M. CLENDENIN, *Adj't 2d infy.*

HEAD QUARTERS 2d INFY.,

Fort Brooke, E. F., April 20, 1839.

## DOMESTIC INTELLIGENCE.

### FLORIDA WAR.

We have received from a very intelligent source, several letters touching the military movements in Florida. The first is subjoined, and the others will follow in order. They are more particular than the generality of advices from the southern army, and are at this time, owing to the turn which the Seminole war has taken, of much interest.—*National Gazette.*

GAREY'S FERRY, E. F., May 1, 1839.

DEAR SIR: A multiplicity of engagements, consequent upon the every day changes in the departments connected with the army, has materially interrupted my social correspondence, but now that I am temporarily released from the harassing duties which chained me to the dull monotony of "two and two is four," I will endeavor to mend the breach.

On the 14th ult. Gen. Macomb announced his arrival in the Territory, and has since established his head quarters at Fort King, where the first savage outbreak, in the massacre of Gen. Thompson and several others, occurred. His instructions to commandants of posts "preparatory to a treaty with the Seminole Indians," are that all who come in must be kindly treated and provisioned, and all allowed free communication with the forts. *Arpucki*, commonly called Sam Jones, has declared that he will put to death any messenger sent with peaceable overtures. The truth of such declaration is highly probable. \* \* \* Officers of intelligence and experience, whose opinions are highly esteemed here, ridicule the idea of a treaty with the whole nation of Seminoles. Some few, indeed, may partake of the banquet spread before them, and, as before, receive the traitorous bribe,

but the emigration day will come and pass only to prove our imbecility.

Nothing positive is yet disclosed regarding the instructions of Gen. Macomb, but it is generally believed that all the country south of lat. 28°, and west of 4° longitude (from Washington) is to be ceded to the Indians for a certain period, or perhaps forever; at least until they can no longer subsist themselves upon that miserable and almost inundated district, when the liberality of our government must again be exercised in a twenty million war. This will be an assailable point in the administration, if any arrangement short of removal of all the Florida Indians to the West, be made by Gen. Macomb. Because the tillable land south of Charlotte river is inadequate to their support; and the capture by our troops, and sales by themselves, for powder, lead, rifles, &c., of nearly all their negroes, having left them almost wholly without agriculturists, and the means of acquiring subsistence by further sales, they must rely entirely upon their own exertions. Game of all kinds is excessively scarce, and the fisheries, therefore, present the only alternative: how well an indolent lands-people can compete with the old Spanish fishermen, a single season would illustrate by the old song, "We want something to eat,"—an appeal to our charity—which, if not promptly acquiesced in, would result in a renewal of the measures of 1835.

Removal, unconditional removal, is the only surety of peace. For 5,000,000 acres of fine land our Government agreed to pay the Seminoles 295,000 dollars, by instalments, and give them a narrow strip of land on the Canadian river, far beyond the Arkansas, valued at 400,000 dollars more; which, together making 695,000 dollars, is "the munificent provision" for ceded land which would this day sell for six millions of dollars!

Several companies of the 2d regiment of dragoons are about to leave for Baltimore, and the remainder will speedily follow. The 4th artillery has, I presume, already reached New York. The 1st and 6th regiments of infantry and all the artillery will be withdrawn whenever Gen. Macomb shall be satisfied that the Indians are all south of the line. So I shall soon be within speaking distance of you, as all the dragoons, artillery, and infantry, that go north are to be concentrated at or near Carlisle, Pa., for instruction and discipline.

The 7th infantry are to remain on guard at a cordon of posts of observation, stretched along the line previously indicated as the probable boundary. I feel sorry for the poor seventh! Its history has been one of apparent persecution. From the wilds of Flint river, in Georgia, where it endured intense suffering for many years, it was transplanted six hundred miles up the Arkansas, in 1821, in the midst of the most ruthless savages; and when the handy work of man wrought its way to them—as if intent they should not enjoy the smiles of civilization—they were driven still further off, and located upon the unhealthy cane-bottoms of the Neosho. Disease stalked among them, and nipped in the bloom of youth and manhood some of its finest ornaments; and now that active operations in Florida are about to terminate, the seventh is again the victim of partiality. There was a time when each portion of the army had something to hope for; when the fifth and seventh regiments might have anticipated, at least, a gleam of sunshine, a short respite at some comfortable station; but, alas! poor Gen. Brown is no more. Yours, &c.

GAREY'S FERRY, E. F., May 3, 1839.

DEAR SIR: News have just reached here from Tampa Bay that the chief *Nea Thlocko-Emathla*, who voluntarily surrendered with others about two months ago, and was retained by General Taylor as an influential character for emigrating parties, had absented himself for several days previous to the 22d

of last month, and during that night he returned with a large party of hostile Seminoles and forced off a considerable number of the people who had prepared for emigration. Among the latter was a Spaniard, whom the Chief released and sent back to Lieut. Colonel Cummings with an assurance that neither he nor his people would attend the Council proposed by General Macomb, as the white man had two faces; that while a paper proposing a Treaty was circulating among them, the soldiers were hunting them down; that the Indians will make no treaty, and are prepared to fight as long as they can obtain ammunition or can use the knife.

Gen. Taylor's confidence in Nea-thlocko-Emathla was almost unbounded, relying very much upon his influence in obtaining the general consent of the nation to meet General Macomb in Council. The Chief was under an engagement to meet Gen. Taylor at Fort White, near the Suwannee, on the same day he returned to his nation.

For two or three days after, the Indians frequently approached within a few yards of the guard house at Fort Brooke, (Tampa Bay,) and are doubtless, still anxiously watching every movement. I am satisfied that there has been no period during the war, that our operations have not been anticipated by the Seminoles and our designs frustrated by their unceasing vigilance. They watched Dade and his party, and closely beset him, until their numbers sufficiently increased, to warrant a successful attack and massacre; while many miles distant, on the same day, Gen. Thompson fell a victim to his misplaced confidence in that villainous drunkard and thief, Powell, whom some of them fancy and ignorantly painted and sketched as one of the noblest and most undaunted of his race. General Clinch's passage of the Withlacoochee was promptly disputed three days after, forty or fifty miles distant from the scenes of the other actions; and when General Gaines attempted to ford the river two months thereafter, the watchful sentinels were there to check his progress—and so have they exercised a vigilant surveillance over every operation of command sent against them.

Many hundred more of our soldiers and citizens might have been destroyed; but I am convinced from an accurate observation of affairs in this quarter that they avoided (I mean the great body of the nation and chiefs,) murders in many, many instances, under the hope that their forbearance would induce us to relax our determination of removal. The few depredations and murders west of the Suwannee, within the last few months, were most probably committed by some outlaws or vagabonds—from which no nation on earth can claim exemption. It may appear to be an extravagant expression of confidence, but I have not the slightest doubt that if all our troops south of this place were withdrawn, and no hostile demonstration made against them, the Indians would evince a peaceable disposition. But the whole difficulty was caused by a fraudulent treaty; and the war is against that treaty. We require a fulfilment of its stipulations; they deny its validity. As we insist upon the justice of the measure, and are contending for principles, policy forbids a withdrawal of our troops except by treaty. But I reiterate, if it were done, without negotiation, the most peaceful results would flow from it; notwithstanding it would be a tacit admission that we had discovered we were wrong.

GAREY'S FERRY, E. F., May 6, 1839.

DEAR SIR:—By an express which left General Macomb on the 4th inst. we learn that his efforts to obtain a hearing among the Indians, have, so far, been attended with but indifferent success. Within two weeks four white men have been killed in battle within a few miles of the General's quarters—indecided every express brings some intelligence of the Indians moving north into summer quarters. The

system of "military occupancy" seems to work indifferently bad. You know, I presume, that the country north of the Withlacoochee, east of the Suwannee, and south of the Georgia line has been laid off in squares of twenty miles, near the centre of which a military work is to be erected, and the square committed to the charge of one or two companies, the commander of which is responsible that no murders are committed, and that no Indians remain within its bounds. By this system, General Taylor calculated upon driving the Indians south of the Withlacoochee, and by following up the system eventually drive them to the jumping off place. But it is morally certain that more Indians are now within the square than there have been for several months previous.

Another express has just arrived from Fort King, and brings information of a formal application of General Taylor, to be relieved of the command in Florida. No Indians have as yet come in, and the General despairs of success in negotiating. He will probably remain here a month longer.

A proposition of a most singular character has been made to the President, and referred to the Secretary of War, and by him submitted to Gen. Macomb. An individual from the North proposes the employment of *Newfoundland Dogs*, which he states he will furnish at six dollars per head; or he will contract to terminate the war within a specified time upon certain conditions. The General has not yet decided upon this novel proposition, though he has it under consideration.

I will endeavor in my next to furnish you a notice of the Topographical Corps, and the outrage committed in its re-organization under the new law.

Yours, &c.

Correspondence of the Savannah Georgian.

UPPERVILLE, GAREY'S FERRY, }  
May 10, 1839. }

MY DEAR SIR: I have not written lately as there has been nothing in the way of news since the arrival of the General in Chief. He is still at Fort King, endeavoring to restore peace by making a verbal agreement with the Indians, to confine themselves to a certain portion of the territory, promising them that they shall not be molested if they keep within the boundary designated for them. The Indians are so much scattered, that it must take some time to make them acquainted with our intentions. As soon as this is done the war may be considered over. Five regiments of foot will remain in the territory, and the rest leave for their proper stations.

TALLAHASSEE, May 8.—Once more we are compelled to darken our columns with the atrocities of the unrelenting and wakeful Seminole. All has been quiet for some time past, but it was only the fearful calm which precedes the storm.

Lieutenant Hulbert was a native of New York, and a graduate of West Point. We sincerely mourn the loss of these valuable young officers of our army.

The following letter from Capt. Peyton, we publish *verbatim*.—*Star*.

ST. MARKS, May 7, 1839.

SIR: I have this moment returned from Deadman's Bay, and have to communicate to you the melancholy intelligence of the murder of Lt. Hulbert and private O'Driscoll, of the 6th infantry, by the Seminoles.

The express rider between Fort Frank Brooke and Fort Andrews did not arrive in season, and Lt. Hulbert, with 10 men, went out from the place on the 3d May, to ascertain the reason. About half way between the two posts, the command was halted, and Lieut. H. with O'Driscoll, of F company, went on in advance, intending to pass the night at Fort Frank Brooke.

They were both shot by a party of Indians at the

14 mile creek, probably while watering their horses. O'Driscoll's horse ran into Fort Frank Brooke, slightly wounded, and gave the first news there.

Four balls were shot through Lieut. H., but neither he nor the soldier was scalped. Both bodies were interred on the 4th ult. at Deadman's Bay. The express rider has not yet been found, and but little doubt is entertained of his death.

Very respectfully, your obedient servant,

R. H. PEYTON, Capt. and Ass't Q. M.

Col. W. DAVENPORT, 1st Inf. Mo'g.

From Fort King, of the 4th inst., we learn that no Indians had yet come in. A new talk has been carried out by 15 prisoners, men, "women and children," covered with presents to the arch heretics, that they come in and sign a treaty to "live in peace south of Pease creek, and west of the Everglades. They are informed that posts will be extended from Tampa to Fort Mellon, and the whites are to keep north, and the red men south. The prisoners are at liberty to return if they please. Gen. Taylor had demanded a court of inquiry in relation to the Missouri volunteers, and tendered his resignation of the command in Florida. He says that he is willing to command a district." Gen. Taylor has started for Tampa, where he has certain information of some whites tampering with the Indians. The instructions of Gen. Macomb are, "that the Indians are to abide by the Treaty of Payne's Landing."

From Fort Pierce, 1st May, letters inform us that 22 of Capt. Bryant's company, 2d Dragoons, have joined Col. Harney, armed with "Colt's rifle." In the hands of such men, and with such an officer, we may expect a good account, should one occur, of the enemy.

The names of the persons murdered by the Indians near Newnansville are Perrine, Stout, and Ellis. Young Haigan was killed by his horse throwing him against a tree, when the Indians horribly mutilated his body with knives. Thus have four more of our citizens been murdered whilst the white flag is waving throughout the country.—*St. Augustine News*.

#### BATTLE OF O-KEE-CHO-BEE.

In our last number it was announced that the remains of Gen. GENTRY, Capt. VAN SWEARINGEN, Lieuts. BROOKE and CENTER, had been conveyed to St. Louis, and were to be interred with military honors. The following accounts of the obsequies are copied from the *St. Louis Republican* of the 6th 7th, and 8th instant.

From the *St. Louis Republican*, May 6.

Brigadier Gen. ATKINSON, of the United States army, most respectfully announces to the citizens of St. Louis, and the officers of the army and militia, residing and stationed here, that he has received from Florida the remains of Major Gen. GENTRY, of the Missouri militia, and Colonel of the Florida volunteers, and of Captain VAN SWEARINGEN, and Lieuts. BROOKE and CENTER, of the 6th regiment U. S. infantry, who fell in the battle of Okee Chobee, against the Seminole Indians, on the 25th of December, 1837; and that it is intended to render funeral honors to the gallant and meritorious dead, on Tuesday, the 7th instant, under the following order and arrangement: The coffin, containing the remains, will be carried to the Episcopal church, on Fifth street, and at half past 2 P. M., the funeral service will be commenced by the Rev. clergy. After the ceremony is over, the coffin will be taken by pall-bearers, of officers of the U. S. army, and of the Missouri militia, to the front of the church, where it will be received with military honors, by Captain Easton's company of Grays, who have volunteered to act as an escort on the occasion. A procession

will then be formed by the Marshal of the day, Gen. Ruland, and, preceded by an escort, the remains, the clergy, and mourning friends, will proceed up Fifth street to Olive, down Olive street to Fourth street, up Fourth street to Green street, down Green street to Second street, and thence down Second street to the southern limits of the city, where the procession will end, and the remains be delivered over to an escort of U. S. troops, to be carried to Jefferson Barracks, where they will, on a proper occasion, be interred with suitable military honors. All organized companies and societies, without further notice, and all citizens, are most respectfully invited to attend.

St. Louis, May 6, 1839.

From the same, May 7.

#### HONOR TO THE REMAINS

OF Major Gen. GENTRY, Missouri Volunteers, Capt. VAN SWEARINGEN, and Lieuts. BROOKE and CENTER, 6th regiment U. S. infantry, who fell at the battle of O-kee-cho-bee, Florida.

#### ORDER OF PROCESSION.

Music.

St. Louis Grays.

Pall bearers. REMAINS. Pall bearers.

Clergy.

Officers of the United States army.

Officers of the Militia of the State of Missouri.

Monitors.

Different Societies as they arrive on the ground.

Mayor and Common Council of the city.

City Officers.

Civil Officers of the State of Missouri.

United States Civil Officers.

Citizens in carriages.

Citizens on horseback.

Citizens on foot.

On leaving the church, the procession will proceed under the direction of the Marshal and assistants, up Fifth street to Olive, down Olive to Fourth street, up Fourth street to Green street, down Green street to Second street, and thence down Second street to the southern limits of the city, where the procession will end, and the remains be delivered over to an escort of U. S. troops to be carried to Jefferson Barracks.

JOHN RULAND, Marshal.

MERIWEATHER LEWIS CLARK, } Ass't Marshals.  
CHARLES KEEMLE, }

From the same, May 8.

Yesterday, the last solemn rites were paid to the remains of Col. GENTRY, of the Missouri volunteers, Capt. VAN SWEARINGEN, Lieuts. BROOKE and CENTER, of the United States army, at two, the coffin was conveyed to Christ's church. Soon after the bell tolled, and an immense concourse of persons assembled. The spacious church was crowded, and many were unable to gain admission. The solemn service of the Episcopal Church was then gone through with, the choir singing several anthems, and an appropriate address was delivered by the Rev. Mr. HEYER. After a solemn dirge by the band from the Barracks, the coffin was removed to the hearse, passing in front of the St. Louis Grays, who received it with appropriate honors—the U. States and militia officers acting as pall bearers. A procession was then formed: the Grays, preceded by the U. S. band, in advance of the hearse; then the officers of the U. S. army, and militia officers; next the Hibernian Society, with their badges; the Mayor and City Authorities, carriages, horsemen and citizens in the rear. The whole procession reached through several squares. At the city limits, the hearse was taken charge of by the U. S. troops and conveyed to Jefferson Barracks. Peace to their ashes—honor to their memories.

The efficient services of Capt. J. A. J. BRADFORD, of the army, in advancing the completion of the great Arsenal of Construction for the South, at Fayetteville, have induced the citizens of that place to offer him a public dinner, which he has modestly declined.

#### COMMODORE ELLIOTT.

It is said that since the commencement of the sittings of the Court of Inquiry in the case of Com. Elliott, that this officer has *protested* against the proceedings of the Court, on the ground that the charges were not preferred against him in time, or as we would say, in civil matters, that they were barred by the statute of limitations. The Court received the protest, but over ruled the objection, and proceeded with the investigation.—*Alexandria Gazette*.

Attention is due to the following matter concerning Commodore Elliott, with which we are favored from a proper source. Editors who have promulgated the charge which our correspondent shows to be unfounded, should do the accused the justice to correct the error. Public opinion in his case, whether right or wrong, needs no further stimulant to his prejudice.—*National Gazette*.

COMMODORE ELLIOTT.—A statement has been published in the *Alexandria Gazette*, that Commodore Elliott has, in the pending inquiry, endeavored to avail himself of technical grounds, to avoid an inquiry into his conduct. This statement is entirely unfounded. The following is a copy of the paper presented by Com. Elliott to the Court.

"The precept, convening the Court of Enquiry in this case, authorises them to enquire into specific complaints and charges preferred and exhibited against Captain Jesse D. Elliott, which are set forth, 'and also to enquire into the official conduct generally of the said Captain Jesse D. Elliott, while commanding the U. S. Naval forces in the Mediterranean Sea, in the years 1833, 1836, 1837, 1838.' The letter of the Secretary of the Navy, of the 22d April, 1839, extends this enquiry to 'his conduct while commanding the Constitution in Hampton Roads.'

"With great respect for the authority from which the order organizing the Court emanated, and a proper diffidence in his own judgment, Capt. Elliott states that this general form of enquiry is not in accordance with precedent or authority; but he distinctly *reaves any objection thereto, and desires that every ground of complaint may be fully enquired into*. In order, however, to prepare for his defence, he requests a specification of the charges and complaints intended to be exhibited and preferred against him, under the general clause above quoted, as well as the names of the accusers (if any) and of the witnesses intended to be respectively examined upon said charges."

When the paper was presented, the Judge Advocate stated that he could not give any specification of the charges. That it was a general inquiry into the official conduct of Com. Elliott, and that every ground of complaint must be inquired into, as it should be elicited from the witnesses in the course of examination. The court then said that if the Judge Advocate could employ with the request of Com. Elliott, it would be a great convenience to all concerned and promote economy of both time and expense; but as the Judge Advocate could not, from the nature of the inquiry, comply with the request, the Court would give Com. Elliott ample time to prepare for his defence. The President of the Court wished Com. Elliott to file the first part of the above paper relative to the form of inquiry, in order that the attention of the Navy Department might be called to its peculiar character; but Com. Elliott, fearing that the nature of the paper might be misunderstood, if but a part of it were published, declined; and at the suggestion of the Court, with the concurrence of the Judge Advocate, the whole paper was withdrawn.

So far is this charge from being well founded, Com. Elliott wished his whole life to be enquired into, and had in attendance upon the Court, witnesses summoned at his request to give testimony relative to the affair of Lake Erie, which the Court discharged on the ground that all matter was precluded which was not included in the order of the Department convening the Court.

It may be proper here to state that all Courts of Inquiry, heretofore, have been called to enquire into the conduct of the accused on specific charges stated with precision as to time and place, or into a specific and insulated transaction, such as the loss of a ship—the failure of an expedition; and that there is no instance of an inquiry like this of Com. Elliott, which is inquisitorial, into his whole conduct during a cruise of four years, and searching into all his relations, public and private. To all which, Com. Elliott makes no objection, and will cheerfully abide the result.

From the Boston Gazette.

MARINE INSPECTION OFFICE, }  
Boston, May 8. }

MESSRS. EDITORS: The following list of vessels reported since the first of January last, have been totally wrecked, viz:

Ships,	13	English,	1 ship.
Barques,	3	"	5 brigs&schrs
Brigs,	38	Bremen,	1 brig.
Schooners,	35	French,	2 ships.
Steamboats,	3	American,	83
	92.		92

#### BY THE EXPRESS MAIL.

From the Louisianian, May 15.

FROM TEXAS.—By the steamer Columbia, Capt. Windle, arrived last night, 36 hours from Galveston, we received our Texas papers.

The French frigate *Nereide*, steamship *Phœton*, and brig of war *Cuirassier*, arrived off Galveston on the 7th, and on the 9th were lying in the harbor of that port. They form part of the blockading squadron from Vera Cruz. Admiral Baudin landed at Velasco, and immediately proceeded to Houston by land.

The President arrived at Galveston on the 7th, and visited, together with a large number of citizens, the French vessels lying in the harbor. Salutes were fired by the French fleet, and returned by the steam frigate *Zavala*, the fort and navy yard.

BUENOS AYRES, March 2.—The anniversary of Washington's birth-day was kept up with considerable spirit this year in Buenos Ayres. In addition to the observances noticed in our last, the band of one of the regiments of the garrison attended on the evening of the 22d ult. in the court yard of Mr. Palmer's Hotel, in the Calle del 25 de Mayo, and performed until long after midnight. Their performances, we hear, gave infinite satisfaction to the officers of the United States Navy, resident in the Hotel.

TEXIAN NAVY.—We learn that Lieut. EDWIN W. MOORE, late of the U. S. Navy, has accepted the situation offered him by the Texan Government as Commander-in-Chief of the Texan Navy. This appointment is spoken of, by those who have intimate personal knowledge of Lieut. Moore, as a most excellent one.—*Alexandria Gazette*.

#### MISCELLANY.

##### PRIVATE EXPLORING EXPEDITION.

Correspondence of the N. Y. Courier and Enquirer.  
RIO JANEIRO, March 9, 1839.—Nothing has been heard here from the national exploring expedition since their departure from this port. The brig *Me-*

dina, Capt. Elijah Hallet, arrived here on the 7th inst., direct from South Georgia, in a passage of 17 days, being one of three vessels fitted out by Mr. Burrows of your city to survey the southern frozen ocean, and the result confers great honor on the American flag. Mr. B. sailed from this port in the Medina during the month of June last, and at the Falkland islands was joined by two other of his vessels, the brig Oceola, Capt. L. S. Hallet, and schr. Mary Jane, Capt. Parsons. With this little fleet, three in number, he made sail from those islands for the frozen seas, and five days after fell in with a field of icebergs twenty five miles in length, and 300 feet high, the whole presenting the same uniform and level appearance as a sheet of new made ice.

They found large bays and good harbors around the iceberg, but no anchorage except by fastening to the ice. The outer edge of the ice was on all sides perpendicular cliffs about 300 feet high, and so similar to the appearance of many shores, particularly the chalky cliffs of England, that it would only be known as ice from the thermometer, or by approaching very near. At this place the Oceola, Captain R. S. Hallet was separated from the other vessels, and did not again join them until they reached South Georgia. The Medina and Mary Jane the next day after this re-discovered the Aurora islands, six in number, and Mr. Burrows took five different drawings of them. This discovery is most gratifying and astonishing. The islands were discovered and described about 80 years since by the ship San Miguel, and since that have been stricken from the charts, and said not to exist. About 40 years ago the Spanish Government dispatched the sloop of war Atrivida to survey these islands, and the officers of this ship actually surveyed icebergs and placed them on the charts as the Aurora islands. Soon after this, several of the most distinguished navigators, among the number Capt. Waddell of the British navy, cruised over the ground in all directions, and unanimously agreed that they did not exist. They have been accordingly expunged from the latest English and American charts, but must be again restored through the enterprise of the Yankee spirit. The islands are six in number, about 300 feet high, running north and south for the distance, say 2½ miles, without any ship passage between them. They are in lat. 52° 22', lon. 44° 18' W., and 26 miles north of the Shag Rocks, which doubtless form a part of the same ridge of mountains. I have not been able to send you a drawing of their appearance. These islands lying in the track that vessels are often driven to when bound round Cape Horn, makes the replacing them on the charts a valuable acquisition to those who navigate those seas; and it is now believed that the Spanish 74, which sailed for the Pacific ocean, with about 800 souls, and never heard from, was wrecked on these islands. I have been anxious, as an American, to learn all the inducements that led Mr. B. to undertake this desperate and dangerous adventure. From the best information I can derive, I believe he was induced from the most laudable of motives, hoping to rescue his friends and countrymen from a frozen world. It appears that a few years since his neighbor and townsman in Connecticut, Capt. Johnson, after consulting with Mr. B., and communicating to him his views, sailed from the port of New York, bound into the Antarctic seas. Capt. J. was heard from in a high latitude, going south, since which no information has been had of him. Mr. B. knowing the course he intended to take, thought there was a possibility of rescuing his friend, and, like Capt. Back in search of Capt. Rosa, reached into into the icy world, apparently regardless of the fate that awaited him. He did not find any positive knowledge of Capt. Johnson, but he found eight wrecked vessels, and a house built from a wreck fitted for a winter's residence; he also found several

graves, and one body not interred. For about six months no labor, toil, nor suffering was spared, and I learn from Capt. Hallet that the fatigues, exertions, and dangers Mr. B. encountered were astonishing. He was shipwrecked on an iceberg, five miles from Georgia, and by a miracle was rescued by another boat that was driven by an accident to the spot where he was. For three days he had, with his boat's crew been on this iceberg, being without food, His health, however, appears better than when he went south. We all wish him a happy return to his country, with the rich reward his toil and industry merit, and a long enjoyment with his friends in North America; and can only say, if the same zeal animates the national expedition, and all on board, that has this individual undertaking, a great triumph is in store for our country.

I am, sir, with great respect, &c., yours truly,  
J. G.

A NEW ISLAND.—The Baltimore Patriot has a letter from Valparaiso, dated February 26th, which has the following:

"By an arrival here a few days since of a French merchant barque, we have been thrown into quite an excitement by a report which they make of the abrupt appearance of an island quite near them, a day or two previous to their entrance into port. It is said to be in lat. 33 20 S., lon. 76 30 W. The story of the Captain is, that sailing along with the wind free, he was astonished to see a considerable motion of the water immediately under his lee, and in a moment afterwards an island springing up from the spot, which in a few moments afterwards divided into three parts, tumbling over and forming quite a long island. A French ship of war left a day or two afterwards for the purpose of surveying it, but has not yet returned; and a Chilean transport from Peru, which brought the news of the battle, was near being lost upon it. Its situation from this place is about W. S. W., distance 250 miles, and in the direct track of vessels coming from the northwest.

"The friends of Lieut. Cutting, of the U. S. navy, (on the Pacific station,) will learn with pleasure that his trial by a court martial on four charges and five specifications, preferred against him by Capt. Clack, of the Lexington sloop of war, has resulted in an 'honorable acquittal on all the charges and specifications.'"

From the N. Y. Journal of Commerce.

AMERICAN SEAMEN'S FRIEND SOCIETY.—The annual meeting was held on Monday evening. Receipts of the year, \$12,633 11. The expenditures being a little less than during the previous year, the Society has been able to reduce its indebtedness somewhat, and hopes in a few months to liquidate all the claims that exist against it. The Society has a seaman's chaplain at Havre, another at Honolulu, (Sandwich islands,) another at New Orleans, and aids in supporting chaplains in various other places. Towards the support of the Rev. James Penny, at Calcutta, it contributed last year, \$400. The remainder of his expenses were paid by the Calcutta Seamen's Friend Society. In one shape or another, the Society has aided in imparting religious instruction to seamen during the past year in fifteen different ports. No chaplain has yet been appointed to the Canton (China) Station since the death of Rev. Mr. Stevens, for lack of funds. The same cause has very much restricted its operations in other places, compared with what it would wish to do, and with what we must say the Christian community ought to enable it to do.

SAILORS' BOARDING HOUSES.—The first effort (says the report) to establish a boarding house for sailors of a suitable character, was made in Charleston, S. C., as much as twelve years ago. That house is still continued. A similar effort was made

in Portland, Maine, some six or seven years since, and has proved successful. The experiment has also been tried with success in Boston, where a large dwelling was purchased at an expense of \$12,000. In Providence, R. I., in Baltimore, and in Philadelphia, good boarding houses have been established. In the city of New York the experiment has been most triumphantly tested. One house was established here in November, 1837, and a second in 1838. These two houses will accommodate about 120 men at one time, and since their establishment they have proved the temporary home of 2,300 men. Of these, 120 have deposited their earnings in the Savings Bank, and the total amount of such deposits is at this time \$8,300. With the exception of the rent, the expenses of the houses have been paid from the income.

**SAILOR'S HOME.**—By this name we have been accustomed to bring into view a purchase made some years ago, of a lot of ground in the city of New York, on which ultimately to erect a building, where the seat of all the operations for the benefit of sailors in this city might be brought together, much to the advantage of the whole. One third of the purchase money has been paid, and the property is mortgaged as security for the remainder. The rent of the old buildings now standing on the lot is about sufficient to pay the interest of the balance now due. The Society has not yet been able to clear off the incumbrance, and erect the building.

**SEAMEN'S FRIEND SOCIETY IN CHINA.**—A Seamen's Friend Society was formed at Canton, China, on the 3d of January. Rev. Mr. Bridgeman, (Am. Missionary,) and Messrs. Turner, J. Matheson, Leslie, Wetmore, How, Low, King, and Tiedman, constitute the Board of Managers. They were instructed to notify the British and Foreign Sailors' Society, the American Seamen's Friend Society, &c. &c., of the formation of this association, and to transmit to them along with copies of the constitution, assurances of their best support in any measures they may take (especially by the mission of chaplains) in behalf of the seamen coming within the Chinese waters.—*N. Y. Journal of Commerce.*

**RIGHTS OF FOREIGN SEAMEN.**—UNITED STATES DISTRICT COURT, May 10.—The examination of John Tyler, master of the brig *Sea Flower*, which vessel sailed in the latter part of last year from Wilmington, N. C., for Demerara and a market, charged with leaving one of his seamen at a foreign port against his will, was had in this Court at an early hour yesterday morning.

It was a complaint founded upon the 10th section of the act of March, 1835, making it a penal offence for the master of a vessel to abandon a seaman in a foreign port, the voyage being incomplete, against the will of the seaman.

It appeared that a seaman, named John Doyle, shipped at Demerara for New York, as the witness understood, whence the vessel set sail and touched at St Thomas, and thence at Ponce, Porto Rico. There Doyle went on shore, and just as the vessel was getting under weigh he came along side in a boat, and requested to be taken on board. The captain called him a lazy lubber, and told him he should never come on board unless he did so in irons, and that he would drive him back if he should make the attempt. The vessel then set sail without him.

Mr. Hamilton appeared for the Captain, and contended that the accusation could not be sustained in a criminal court, and that if he was in any way liable, it was in the forfeiture of a bond for \$100, which all masters of vessels are bound to give for the safe return of any seaman sailing with them from any port in the United States. In this particular case he was not liable even under the rule of law, as the seaman (Doyle) had not been shipped in any part of the United States.

The District Attorney contended that under the law this was a substantive offence, as the man was forced on shore against his will. In support of this opinion he quoted Judge Story's remarks in a decision made in the case of the whale ship *Fabius*, where a seaman named Daniels had been put on shore at the Sandwich Islands. The Judge remarked, that so long as we employ foreigners in our service, and make them amenable to our laws in cases of offences committed against them, they were consequently fully entitled to their protection.

Mr. Hamilton, in reply said that this case was not applicable, inasmuch as the law under which this complaint was sought to be entertained, stated distinctly that the offence related to cases where the vessel was owned in whole or in part by American citizens, which required them to bring back a return of the men taken out on the voyage.

The District Attorney replied.

The Court said that it was necessary to prove that the seaman had been carried out from the United States, and also that the vessel was owned in whole or in part by its citizens. The offence, if any, had been committed under the clause of "refusal to bring home again," and this could not apply to persons who had not been taken from "here." If this man had been shipped at Demerara for the United States and then left at an intermediate port, the Captain was liable to a civil suit at the instance of the seaman, and that in this view only had the accused rendered himself amenable to the laws.

Captain Tyler was then ordered to be, and was, discharged.—*New York Times.*

**THE FLAG OF THE FREE.**—Sundry years ago, we ventured to proclaim the fact, upon authority, however, which then was somewhat traditional, that a Nantucket ship was the first to display the stars and stripes of our national bunting in the waters of Great Britain, after the revolutionary war. We have now the means of proving this assertion, by evidence that will doubtless be received as authentic—and thus establishing firmly in the cap of one of our island predecessors, the feather which was less confidently planted there whilom. A friend yesterday gave us the annexed scrap, cut from a London periodical published in 1783—since when, although "the thirteen stripes" are retained as originally placed upon our banner, the field of our firmament has been essentially enlarged, and the stars therein more than doubled in number. The circumstance here recorded evinces one trait at least in the character of our "ancient mariners," viz. that however backward they might have been in "beating the bush," they were sufficiently forward in "catching the bird."—*Nantucket Inquirer.*

**THE THIRTEEN STRIPES.**—The ship *Bedford*, capt. Moores, belonging to Massachusetts, arrived in the Downs the 3d of February, passed Gravesend the 4th, and was reported at the custom house the 6th instant. She was not allowed regular entry until some consultation had taken place between the commissioners of the customs and the lords of council, on account of the many acts of parliament yet in force against the rebels in America. She is loaded with 487 butts of whale oil, is American built, manned wholly by American seamen, wears the rebel colours, and belongs to the Island of Nantucket, in Massachusetts. This is the first vessel which displayed the thirteen rebellious stripes of America in any British port. The vessel is at Horsledown, a little below the Tower, and is intended immediately to return to New England.

**THE SOCIETY ISLANDS.**—Galignani's Paris Messenger contains the following article of intelligence: "A letter from Otaheite, dated 30th Aug., announces the arrival at that island, of the French frigate, the *Venus*, Capt. Dupetit Thouars, which left Brest

on December 29, 1836, on a voyage of discovery. The crew and officers were all well. The captain, on being informed of the forcible expulsion of the French Catholic Missionaries, by the Queen of this island, at the instance of the English missionaries, sent a message to her, signifying that if this insult to the French nation was not acknowledged by a letter of excuses to the King of the French, attended by a salute of twenty-one guns, and the payment of an indemnification of 10,000 francs, he would take possession of the island. In the evening these terms were complied with—the letter required was sent, together with money, by the chief missionary, and the salute was given next morning. The *Venus* then sailed for Sydney to re-victual."

## ARMY.

## OFFICIAL.

GENERAL }  
ORDERS, }  
No. 25. }

WAR DEPARTMENT,  
ADJUTANT GENERAL'S OFFICE,  
Washington, May 20, 1839.

With a view to the better instruction of the troops, and improvement of the discipline of the army, such portions of the regiments of Dragoons, Artillery, and Infantry as may be withdrawn from their stations without detriment to other interests of the service, will be concentrated during the summer months at some convenient point best calculated for a camp of instruction.

The arduous and desultory service in which the troops have been so long engaged; the unavoidable dismemberment of the regiments, and separation of so many officers from duty in the line while employed on other service, could hardly fail greatly to impair the "*esprit du corps*" of the army, as well as its discipline and efficiency. These must be restored, and every proper effort speedily made to place the service on a foundation which will ensure its steady and uniform advancement.

The occasional concentration of companies of the same regiment, and the bringing together troops of different arms, where all the duties of the officer and soldier of the several corps of the army may be strictly and systematically performed, from the school of the company to the evolutions of the line, are necessary steps to be taken to effect this desirable amelioration.

Major General SCOTT is charged with the formation and direction of the proposed camp of instruction, the immediate command of which will be assigned to such officer as he may designate. In choosing a position for the camp, regard will be had to health, cheapness, and facility of transportation, both of troops and supplies.

The rules and regulations, and established systems for each arm of service will be punctually observed and strictly practised; and no other than the prescribed military dress will be worn.

All necessary supplies and transportation will be promptly furnished by the respective departments of the staff, and two officers of each branch of that service will be ordered without delay to report to Major Gen. Scott, for duty at the camp of instruction.

BY ORDER OF THE SECRETARY OF WAR:  
R. JONES, *Adj't. Gen.*

## ARMY REGISTER.

## FIRST REGIMENT OF INFANTRY.

Colonel.	DUTY OR STATION.
Zach. Taylor,	Commanding army in Florida
<i>Lieutenant Colonel.</i>	
Wm. Davenport,	Com'd reg't. H. Q. Fort Hook.
<i>Major.</i>	
John Garland,	Washington
<i>Captains.</i>	
Wm. R. Joutt,	Fort Hook, Florida
Thomas Barker,	Fort Fanning, Florida
Samuel McRee,	A. Q. M. Fort Marion
William Day,	Fort Macomb, M. Florida
J. J. Abercrombie,	On Emigrating duty
A. S. Miller,	Fort Henderson, Ga.
Electus Backus,	Fort Heileman
Osborne Cross,	A. Q. M. Baton Rouge, La.
Joseph H. Lamotte,	Fort Floyd, Ga.
Enos G. Mitchell,	Fort Roger Jones, E. F.
<i>First Lieutenants.</i>	
J. R. B. Gardenier,	St. Augustine

Sidney Burbank,	Ass't Inst'r. Tactics, West Point
Seth Eastman,	Ass't Teacher Drawing, W. Point.
Wm. H. Storer,	Fort Heileman
George H. Pegram,	A. D. C. to Maj. Gen Scott
S. M. Plummer,	Fort Hook
John M. Scott,	On leave (sick)
James McAlister,	Fort Fanning, Florida
John H. King,	Fort Macomb, M. F.
Robert S. Grauger,	Fort Staunbury

*Second Lieutenants.*

Alex. W. Reynolds,	Fort Fanning, Florida
F. S. Mumford,	Fort Heileman
Wm. E. Prince,	Fort Floyd, Ga.
S. E. Muse,	Fort Henderson
G. W. T. Wood,	Fort Cross, E. F.
Ferdinand Cox,	Fort Marion
F. H. Masten,	Fort Wacassassa, Florida
W. W. Pew,	Fort Roger Jones

## MILITARY INTELLIGENCE.

CAMP OF INSTRUCTION—Capt. Ringgold's company of horse artillery will take up the line of march for the camp of instruction, near Trenton, N. J. so as to reach the ground by the 5th June.

The detachment of instructed dragoon recruits (mounted and equipped) under the command of Captain Summer, will take up its line of march for the camp, so as to reach it on the 10th June.

Capt. P. St. George Cooke, 1st dragoons, and Capt. B. L. Beall, 2d dragoons, ordered to Carlisle Barracks for temporary duty.

## NAVY.

## ORDERS.

May 15—P. Mid. S. W. Wilkinson, leave for two months, then to report for duty at Pensacola yard.

Passed Ass't Surgeon Lewis Wolfley, Naval Asylum, Philadelphia, vice Ass't Sur. Victor L. Godon, transferred to the navy yard.

Lieut. George M. Bache, coast survey, under command of Lieut. T. R. Gedney.

Gunner Jacob Carpenter, Recg's ship, Boston.

17—Mid. A. H. Cass, leave for three months, having returned from the West Indies on sick ticket.

18—Lt. John K. Mitchell, Recg's ship, New York.

Lt. Stephen Johnston relieved from Recg's ship, New York, and granted leave for three months.

20—Captain Wm. C. Bolton, to command the frigate *Brandywine*.

## RESIGNATION.

May 15—Acting Mid. Hamilton Godman.

## APPOINTMENT.

May 18—John Freeman, Acting Master, and ordered to navy yard, Norfolk.

## U. S. VESSELS OF WAR REPORTED.

WEST INDIA SQUADRON—Frigate *Macedonian*, Capt. Kennon, bearing the broad pendant of Commo. Shubrick, arrived at Vera Cruz, April 22.

BRAZIL SQUADRON—Ships Independence, Commo. Nicolson, and Fairfield, Lieut. Com'dt. E. G. Tilton, at Montevideo, March 21—all well.

Brig Dolphin, Lt. Com'dt. Mackenzie, arrived at New York, on Friday last, from Montevideo, via Rio Janeiro, Bahia, and Pernambuco—22 days from the last.

Officers: Lieut. Commanding, A. SLIDELL MACKENZIE; Lieuts. Francis Huger, Wm. W. Bleecker, John Rodgers, (acting); Purser A. E. Watson; Assistant Surgeon James M. Minor; P. Midshipman, Charles E. L. Griffin.

Packet brig *Consort*, Lieut. Com'dt Gardner, arrived at N. York, on Wednesday, 15th inst., in 21 days from New Orleans.

## DEATHS.

In Tallahassee, on the 7th instant, Mr. L. W. CARROLL, in the 32d year of his age, a native of New York, and acting clerk for Major MARES, the Paymaster for Florida.

At the Magazine, Charleston Neck, on the 11th inst., of consumption, JAMES LEDDY, a Corporal of the Magazine and Citadel Guard. He was born in the county of Cavin, Parish of Drumlane, Ireland, and formerly of the U. S. army.



**MILITARY AND NAVAL SERVICE.**—Just imported direct from London, and this day received for sale by F. TAYLOR, Bookseller, Washington, the following new works on Naval and Military Science, most of which contain many engravings:

Naval Routine, by Lt. Fordyce, Royal Navy, 1 vol.  
Military Surveying, Reconnaissance, &c. by Major Basil Jackson, Royal Staff corps.  
Modern Fortification, by Lt. Col. Humphrey, Royal Artillery, 1 vol.  
Wellington's Despatches, 12 vols.  
The Constitution and Practice of Courts Martial, by Capt. Simmons, Royal Artillery.  
Glascock's Naval Officer's Manual, 2 vols.  
Engineer's Pocket Book for 1839.  
Transactions of the Corps of Royal Engineers, 2 vols. quarto.

Lieut. Col. Hawker on Fire Arms.  
The King's Regulations and Orders for the Army.  
The Manufacture and Proof of Gunpowder, by John Braddock, Commissary of Ordnance.  
Griffith (Capt. Royal Navy) on Seamanship.  
Tredgold on the Steam Engine and Steam Navigation, 2 vols. quarto.  
Capt. Sir John Ross on Steam Navigation, as connected with naval warfare, 1 vol. quarto.  
Belcher on Marine Surveying.  
Robson's Marine Surveying.  
Mackenzie's Marine Surveying.  
British Nautical Almanac for 1842: (1843 shortly expected).

Bruff's Engineering Field Work.  
Col. Pasley (Royal Engineers) on Geometry and Plan Drawing, being the first volume of a course of military instruction.

Last edition of Clerk's Naval Tactics.  
Sir Howard Douglas on Naval Gunnery.  
Sir Howard Douglas on Military Bridges, &c.

And many other valuable works of the same class, received in former importations.

Also, all the new, as well as most of the known valuable standard works on Geology, Mineralogy, Engineering, Architecture, Practical Mathematics, &c. &c. both English and American, in all their various branches, all at the lowest prices.

\* \* \* Books, Stationery, Mathematical Instruments, &c. &c. imported to order from London and Paris; also the United Service Journal and other Periodicals.

\* \* \* Daily expected, "Magrath's Progress of the Art of War," "James on Courts Martial," "Mitchell's thoughts on Tactics," &c. &c. and what other military and naval works may have been published in the interim in England.

\* \* \* Orders by mail carefully attended to.  
May 23—31

A REAL CREMONA VIOLIN for sale at this office and a case with it, if required. It was manufactured by John Carol Klox, in Mittenvald, An. 1767, may be depended upon as genuine, and is said to be well calculated for the leader of an orchestra. Terms made known on application.  
April 25—31

#### CAMBOOSE IRON.

NAVY COMMISSIONER'S OFFICE, May 16, 1839.

**T**HE Camboose Iron required by the advertisement from this office of the 5th inst., is to be delivered as follows, viz:

One-third of the quantity required for each class of vessels to be delivered by the 1st Sept. next;  
One-third by the 1st December next; and  
One-third by the 1st May, 1840.  
May 23—24

#### CAMBOOSE IRON.

NAVY COMMISSIONER'S OFFICE, May 8, 1839.

**P**ROPOSALS, sealed and endorsed, will be received at this office until 3 o'clock, p. m. of the first day of June next, for furnishing and delivering at the Navy Yard, Washington, D. C., all the Plate, Bar, and Rivet Iron necessary in the construction of twelve cambooses for sloops of war of the 1st class, and ten cambooses for

schooners; each camboose requiring the number and description of plates, bar, and rivet iron following, viz:

#### FOR FIRST CLASS SLOOPS OF WAR.

List of iron required for one camboose for a sloop of war of the first class.

Plates.	Long.	Wide.	Thick.	Bar Iron for one camboose.
No.	ft. in.	ft. in.	inch.	Bar. Length.
2 of 4 6	2 0	3 8		No. ft. in.
2 4 6	1 4	3 8		3 of 11 0 4 in. wide, 5-8 thick.
1 4 4	1 1	3 8		2 9 0 1 3 4 do 1-2 do
1 4 4	1 10	3 8		7 9 4 11-4 square.
1 4 4	0 9	3 8		3 10 0 3 4 square.
1 4 6	1 6	5-16		3 6 0 11-8 round.
1 3 9	1 9	5-16		H1 2 0 9 in wide, 3-4 thick.
2 2 6	1 7	1-4		H2 3 0 3 1-2 by 1-2
1 4 4	1 8	3-8		1 10 0 7-8 round.
1 4 4	1 3	3-8		1 6 0 11-2 round.
1 4 4	2 6	3-8		Corner or Flanch Iron.
2 5 1	2 1	3-8		2 9 0 4 in. wide, 1-2 thick.
2 4 8	2 1	3-8		2 9 0 3 by 3-8
1 2 9	1 8	3-8		1 7 0 4 by 3-8
1 2 9	2 0	3-8		1 5 0 4 by 3-8
1 4 8	0 7	1-4		1 5 0 4 by 1-4
2 3 2	0 7	1-4		6 9 0 4 by 3-8
1 4 2	0 1	4-16		2 8 0 4 by 1-2
1 4 6	1 2	3-8		300 pounds of round iron for rivets, 5-8 diameter.
1 5 6	2 6	1-16		

26 plates.

The plate iron should be of the best quality, rolled exact to thickness, sheared to the given size, and kept straight and level.

The bar iron, with the exception of the pieces marked H, to be rolled; the edges full and square. Those two pieces marked H, to be of hammered iron, and not rolled.

The flanch iron to be rolled, and must bear to be swaged to a right angle lengthwise, without cracking.

The whole of the bar iron to be cut to the length, and no tails or rack ends left.

#### FOR SCHOONERS.

List of iron required for one camboose for a schooner.

Plates.	Long.	Wide.	Thick.	Bar Iron for one camboose for schooner.
No.	ft. in.	ft. in.	inch.	Bar. Long.
3 3 0	2 6	1-4		No. ft. in.
2 3 5	1 8	1-4		5 6 0 3 in wide, 3-8 thick.
2 3 3	1 8	1-4		3 7 0 3 by 3-8
1 1 8	1 5 1/2	1-4		5 7 0 3 by 1-4
1 1 8	1 2 1/2	1-4		1 5 0 3 by 1-4
1 3 0	1 1 1/2	1-4		2 6 0 2 by 1-4
1 3 0	1 0 1/2	1-4		1 5 0 1 3 4 by 3-8
1 3 1	1 0	1-4		1 6 0 1 1 4 by 3-8
1 2 6	9	1-4		4 6 4 1 inch square.
1 3 6	1 2	1-4		3 5 6 5-8 square.
1 3 4	10	1-4		2 6 6 3 4 round.
1 3 10	2 1	1-8		60 pounds of half inch round iron for rivets.
1 3 0	1 7	1-16		
1 3 0	1 7	3-8		

18 plates.

The above plate iron to be of the best quality, rolled exactly to thickness, sheared correctly to the size, and kept straight from the shears.

The bar iron to be rolled, with square edges; all the flat iron must bear to swage to a right angle lengthwise, without cracking; to be cut to the proper length, and no tails or rack ends left.

All the aforesaid camboose iron must be of American manufacture, and free from flaws, cracks, and all other defects.

On delivery, the said camboose iron will be submitted to such test as may be necessary to prove its good quality and conformity to the schedules, which will form a part of the contract, under the directions of the commanding officer of the navy yard, Washington, D. C., and must be entirely to his satisfaction, or it will be rejected, and the contractor or his agent will be required to remove it from the navy yard without delay.

Ten per centum will be withheld from the amount of each delivery made, as collateral security, in addition to the bonds to be given to secure the performance of the respective contracts, which will in no event be paid until the contracts are complied with in all respects.

Ninety per centum will be paid within thirty days after bills for the said iron shall be approved and presented to the Navy Agent.

May 9—10

# ARMY AND NAVY CHRONICLE.

Published by A. B. Claxton & Co., at \$5 a year, payable in advance.

VOL. VIII.—No. 22.]

WASHINGTON, THURSDAY, MAY 30, 1839.

[WHOLE No. 230.]

## FOREIGN MISCELLANY.

### *From the United Service Journal of April.* ON NAVAL HYDROGRAPHY, AND THE SURVEYS AT PRESENT IN HAND.

BY CAPTAIN BASIL HALL, R. N.

[Concluded.]

Capt. Hewitt, whom I have already mentioned, has, I believe, surveyed minutely the whole coast of Norfolk and Yorkshire; after which the work has been continued northward by Capt. Slater, along the coast of Northumberland, and the whole eastern shore of Scotland, as far as Cromarty. Captain Johnson surveyed the Feroe islands; and Captain Slater is at this moment employed on the river at Sunderland.

The Shetland isles have been surveyed in a most creditable manner by Mr. Thomas, a master in the navy, who now commands the Mastiff, and is engaged in, or has, I believe, completed, a similar examination of the Orkneys. Both these works were much required, in order to make known the excellent harbors those islands contain, and thus to make all vessels passing that way aware of the resources offered by those groups lying in a most tempestuous climate. So that I think I may say accurate charts of the whole eastern board of the empire, from the Downs nearly to John O'Groat's House, have been, or shortly will be, engraved and in the hands of the public.\*

The western side of England has not been neglected, and the surveys of the Bristol Channel, Cardigan, and Carnarvon bays, have essentially contributed to the security of navigation in those various seas. The great use of Carnarvon bay as a harbor of refuge has recently been distinctly established; and will be eminently useful when the Trinity House light the south-west entrance of the Strait of Menai. To Commanders Denham and Robinson, and Lieutenants Sheringham, Fraser, and Bedford, these very useful investigations are chiefly due. That highly-gifted surveyor, Captain Mudge, before he died, had surveyed the whole coast of Ireland, from Dublin to Donegal. The Solway Firth has been undertaken in consequence of petitions from that part of the country interested in the coasting trade of this deep gulf, and justly stigmatising the inaccuracy with which it is laid down in the best charts. The survey of this large estuary, three-fourths of which are filled with shallow sands, and yet possessing channels of great value and safety, is nearly completed. What has already been done has produced a complete revolution in the manner of navigating it, and in the disposition of the buoys and beacons; and the inhabitants of its shores are anxious to improve the approaches by judiciously-placed light-houses.

The estuary and river of the Clyde, and the west coast of Scotland, will soon be taken in hand in their turn. Loud complaints have long been made of the incorrectness of the best charts of these much-frequented districts; and the inhabitants of Scotland are looking forward with eagerness to the northern progress of the survey, in order to develop and augment their commercial facilities. It is impossible, however, that everything can be done at once; and it is only because so much has been effected within these few years, with a degree of correctness heretofore unknown, that those parts of the coast survey

\* All the Admiralty charts, as soon as they are engraved, are placed at the command of the public, and sold by direction of the Admiralty, by Mr. Baile, in the Poultry, at a price so low as to secure their immediate circulation.

not yet completed are considered defective, and that the inhabitants complain.

Finally, the survey of Ireland, from Dublin by the north, to Sligo bay, has been completed, and most of it published. The great internal deep-water lakes of Neagh and Erne, have also been carefully examined; and Lieutenant Wolfe is now employed on the navigable lakes of Ree and Derg, traversed by the Shannon.

The shore surveys, as they are called, are carried on in a most economical and proper manner. The officers employed are on half-pay, and they are not allowed sea-time, as it is called, which we think rather hard. They have an allowance of survey pay according to their rank and qualifications, and apportioned by the hydrographer of the Admiralty. They hire a boat's crew at the place where they are working, and a small vessel for the summer work. When the season is over, the men are paid off, and the country has only the expense of the officers, who, however, are well employed during the winter in the important operation of computing and laying down their summer's work.

Let us now turn to the surveys which have been carried on abroad; and first to that of Africa, which is the most gigantic work of the kind ever undertaken. It extends from the Pillars of Hercules quite round by the Cape of Good Hope to the Red Sea, and embraces the whole, or very nearly the whole, of the west coast, and all the east coast, as far as the Isthmus of Suez! In the language of one who knows its history well: "This survey may be said to have been drawn and colored with drops of blood. Twice did Captain Owen change his whole crew and officers; those accomplished surveyors, Captain Boteler and Captain Skyring, also fell a sacrifice to this great work; Boteler being killed by the climate, Skyring by the savages; and now, in the hour of conclusion, the King's crew, under Capt. Vidal, and the Raven's, have all but shared the same fate." This officer, with a devotion to the service and to the cause of science, which has carried him through a long series of dangers and difficulties which might have deterred many men, was originally engaged in this fatal African survey under Owen, and owed his promotion to the death of Captain Lechmere. He then took a turn of a less noxious region, as we shall have occasion to mention by and by, but returned about three years ago to finish the west coast of Africa, where the able and indefatigable Capt. Belcher had been working before him. Capt. Vidal returned to that dreadfully unhealthy tract of coast lying between Sierra Leone and Corisco—nearly all of which he has just done by triangulation, though in the service he has lost between twenty and thirty officers and men, and was himself all but worn out by sickness! The mere operation of carrying on a system of triangles on such a horrid coast, at the same time with all those important minutiae which must be attended to, requires the exercise of the highest spirit; and Captain Vidal deserves exceedingly well of the country, as indeed do all the other officers who devote their lives to this work. Up to the time of these surveys, the navigation of the coast in question had been known only to those abominable miscreants, the slave-traders; but it is now, by means of the admirable charts which have been published, as well known to the fair traders, and anti-slavery cruisers, as it has hitherto been to the wretches who made their knowledge subservient only to the misery of their fellow creatures.

While speaking of Capt. Vidal's services, we may mention that he also surveyed the Cape de Verd is-

lands, and connected that groupe with the African coast, and with a minute examination of the Canary islands. He likewise explored the bank which has very properly acquired his name, on the northwest coast of Ireland, and did away that absurd bugbear to the Liverpool and Glasgow trade, called Atkin's rock; for it will sometimes happen in navigation, as well as in civil life, that imaginary dangers perplex people's minds fully more than real ones. Vidal then examined Rockal, a small solitary mass of granite rising to the height of sixty or seventy feet out of the sea, and only about a hundred yards in circumference, lying 250 miles from the west coast of Scotland; he next traced the submarine valley between it and the north of Ireland, as well as the banks which form, as it were, a sort of breakwater to the British islands from the parallel of Ferroe, north of the Shetland islands, to that of the English Channel.

But we are forgetting Africa, of which only the small distance between Accra and Corisco to the south of Fernando Po now remains undone. It is a part of the coast very fatal to human life, but we have no doubt the survey will in due season be completed by some of those daring spirits to whom "the danger's self is lure enough," or who, at all events, fortunately for the public service, appear always to be ready to visit either the interior or exterior of Africa, as the case may require. The difference is, that the inland traveller was a sort of renown for his exploits, even though he perish in the attempt, while the poor surveyor of the coast, who is the really useful man of the two, expends his health, and effects a great public good, but dies unknown and unappreciated.

This mighty survey of the coasts of Africa is a work so well deserving of the attention not only of the profession, but of civilized mankind at large, that I feel convinced it will be considered no more than just to mention the names of the parties by whom the task was executed, and to point out the portions of it which respectively engaged their exertions.

The coast of Africa from the Red Sea to the Cape of Good Hope, and from that promontory to the river Benue, was traced by the Leven and the Baracouta, under the orders of Captain Wm. F. Owen, in the years 1822-3-4-5-6, assisted by Captains Vidal, W. Richard Owen, and Boteler, who each served as Lieutenants with him. The Cape was made the meridian from which the longitudes on both sides were measured, and the position of this remarkable head-land being now very exactly determined, those of all the rest follow with almost equal precision.

From Cape Sparte to Cape Bojador, the coast was surveyed by the Etua and Raven, under the orders of Lieut. Arlett, in 1834-5; from Bojador to Cape Blanco, by Captains Vidal and Mudge, in the Leven, under Captain Bartholomew, in 1819-20; from Cape Blanco to Goree, the coast was surveyed by the French under Baron Roussin, I think, in 1817-18; from Goree to Cape Roxo, by Captain Boteler, in 1825; from Cape Roxo to Isles de Los, by Captain Belcher and Lieut. Arlett, 1822-3-4; from Isles de Los to Sierra Leone, by Captain Boteler, 1828, and thence to the river Sherbro, by Captain Owen, in 1826; from the shoals of St. Ann to Cape St. Paul, a careful triangulation, on the scale of one inch to a mile, was made in the Etua and Raven, under the orders of Captain Vidal, in 1836-7-8. Thus it would appear that there only remains of coast still to be surveyed the space lying between Cape St. Paul and Benue, together with the enormous Delta of the great river Quorra.

It is material to mention, which I do upon unquestionable authority, that the extensive surveys of the coasts of Africa above enumerated are entirely original in all their parts, and that no old plans, Portuguese or others, are in any way mixed up with them. This vast undertaking, accordingly, (with the single

exception of the survey of the coast lying between Cape Blanco and Goree, which is due to France,) was originated, carried on, and, we trust, will in due time be completed, by the naval officers and men of war of England, at the public expense.

The Mediterranean surveys carry with them a high degree of importance, on many accounts, for no part of the world presents such varied sources of interest, political, commercial, and historical, as its shores; and nowhere have greater pains been taken with the geography, resources, and statistics, than in the Mediterranean; and that, in every age, from the time of Strabo and Ptolemy to the present day. Still there is much to be done, especially in hydrography. The friendly and almost English islands of the Archipelago; the superb arms of the sea which penetrate the west coast of Asia Minor, and offer asylums to the largest fleets; and the whole coast of Syria and Palestine, which involve so much classical interest; all combine in rendering the Mediterranean survey one of the most important that the Admiralty has ever undertaken. Much, certainly, has been effected since the peace, though some of it was done during the war; for example, the admirable survey of the coast of Karamania, by the present hydrographer, Captain Beaufort, whose elegant little volume, describing his operations, is well known to the public. Captain Smyth's beautiful survey of Sicily was the first of an important series of works, of which the coast of France and Italy, the whole of the Adriatic, with the coast of Africa east of Algiers, form parts. His labors terminated at Cerigo, and were afterwards continued by Captain Copeland. Lieut. Graves is now carrying briskly forward this important work which not only develops fresh resources to navigation and commerce, but every day throws fresh light on ancient history. The survey is advancing into the deep gulfs near Cos, Halicarnassus, and Cnidus, where all is classical ground.

The Russians have published some large charts of the Black Sea, but they will not allow us, it seems, to verify these surveys by our own observations! We obtained some information from the voyage of H. M. S. Blonde, in the year 1829; but the charts alluded to form the ground-work of all we know of that sea.

The surveys of the Canada lakes, and the river and gulf of St. Lawrence come next in importance, and it is interesting to learn that all that has been completed of that immense work has been given to the public in upwards of forty separate sheets.

Captain Bayfield, one of the ablest, and most zealous, and most diligent of surveyors, who has been engaged, with a noble self-devotion, for nearly three and twenty years in such service, and of these upwards of a dozen complete years have actually been passed in open boats! he is now busied in completing the gulf, having just finished that part of the river which lies between Quebec and Montreal. The district here alluded to, which forms the high road to the most extensive of all our colonies, is at some places so full of dangers and intricacies, that the very pilots themselves, unable to acquire a sufficient knowledge of the channels, have been the foremost in asking the government to have them properly surveyed, though at the risk of destroying their own craft. In spite of short summers, severe weather, and lasting frosts, the major part of this great work has been achieved.

A word or two on the rise and progress of this extensive survey will, we think, gratify curiosity. Capt. Vidal, then a lieutenant, and Mr., now Lieut. Becher, went out in 1815 to survey the lakes under Capt W. F. W. Owen, and Lieut. Bayfield soon afterwards joined the party.\* Lake Ontario was par-

\* Lieut. Becher has for many years been employed in the hydrographical office along with Lt. Miles, and Mr. Dessiau, a master in the navy, where, although they

tially examined, and the river St. Lawrence, from Kingston to Prescott, a distance of sixty miles, with all the channels of the Thousand Isles, was surveyed on the ice, by actual chain measurement; a work, we believe, quite unprecedented, and not surpassed since! When the lake establishment was broken up in 1817, Captain Owen selected Bayfield to continue the survey, and he remained there till 1826, during which time he completed the examination of Lake Ontario, and then passed on to Lakes Erie, Huron, and Superior, with their connecting rivers. On returning to England with this cargo of information, he was very properly promoted, and sent out in 1827 by the Lord High Admiral to survey the St. Lawrence, at which he has been steadily working ever since. The whole south shore of the gulf, as well as round the point, and down as far as Miramichi, have been completed by him, and the north shore to the Straits of Belle Isle, Anticosti, the Magdalens, St. Paul's, and other islands. He has also planned and fixed many important light-houses, which have materially contributed to lessen the dangers of that difficult navigation. The island of St. John's, and Cape Breton, together with the Bay of Fundy, to say nothing of the huge banks of Newfoundland, all of which ought and must be attended to, sooner or later, will afford scope for the energies of our rising surveys.

We must mention, in passing, that the Americans have at length made a move, and are now said to be working vigorously at their long neglected, but most important coast, or seaboard, as they call it, under the direction of Mr. Hasler, who, if we are correctly informed, has for many years been unceasing in his endeavors to move the Government of the United States to undertake a work in the highest degree useful to their nation. Incidentally, too, I must not omit to mention that the Americans have fitted out and despatched an exploring expedition into the Pacific, under the command of Lieut. Wilkes, who is creditably known to the public by his survey of George's Bank.† We may look with much interest to the results of this first effort of our enterprising descendants in the field of nautical research on a large scale; and, judging from the success which has attended their operations afloat, when renown or gain have been the objects, we should expect great things; and as, I believe, no expense has been spared in the equipment, we may rest assured they will confirm and extend their national reputation by this voyage.

Leaving the American coast, therefore, to the Americans. In the confident hope that they will do justice to their own shores, I come to the West Indies, which is in the excellent hands of Capt. Barnett, who, having finished the Bahamas, has surveyed the north coast of Yucatan, many parts of the Gulf of Mexico, and the coast of Honduras. It is quite extraordinary, considering the prodigious intercourse that has grown up between the West Indies and Europe, and between it and the shores of the Caribbean and Mexican seas, that our knowledge of those regions has been allowed so long to remain imperfect. For example, the much-frequented Mosquito shore, on the eastern side of Guatemala, was laid down nearly a whole degree of longitude too

far to the eastward! and the vast banks of coral near it were so misplaced as to deter seamen from approaching them at all. Even some of the English islands in the West Indies were very erroneously placed on the charts, and many dangerous patches of rock left quite unsettled in position, while most of the intricate channels among the proverbially dangerous Bahama Cays were correctly known only to the merciless wreckers and blood-thirsty pirates, who profited by their local knowledge to entice unwary mariners into these meshes, and then, having butchered such of the crew as the surf had spared, plundered the vessel at leisure!

Continuing our course to the southward, we come to *South America*, of which Capt. Philip King commenced his survey at the mouth of the river Plate, and carried it round the south point of the continent, *via* Magellan Straits, and the principal channels of that much intersected country, *Tierra del Fuego*, nearly to the great island of *Chiloé*, on the coast of *Chili*. Captain Robert Fitz Roy completed some of this ground, filling up many of its banks on the coast of *Patagonia*, and then proceeded to survey the *Falkland* islands, the coasts east and west of *Cape Horn*, and the adjacent dreary regions of *Tierra del Fuego*. He then passed on to *Chiloé*, and the coasts to the northward, previous to crossing the *Pacific*. The details of these great surveying voyages of the *Adventure* and *Beagle* will, I am happy to say, be shortly given to the public by Capt. Fitz Roy.

Capt. Belcher, in *H. M. S. Sulphur*, has since been working very hard on the west coast of *America*, and though, we believe, there have been no detailed accounts received of his operations, there is good reason to believe that it is proceeding with the successful energy by which every thing is marked which passes through the hands of this laborious surveyor. It is known, however, that Captain Belcher has lately visited the *Russian Port of Sitka*, on the northwest coast of *America*, in latitude  $57^{\circ}$  N., where there is an excellent arsenal, well found in every naval and military requisite, and where he was received with every mark of friendly assistance, in the summer of 1837. Afterwards Capt. Belcher proceeded to the southward, along the western coast of *North America*, calling at *Nootka Sound*, *Columbia River*, *San Francisco*, in *Upper California*, (whence the river *Sacramento* was examined, and the *Sierres Nevadas* seen at a distance,) *Monterey*, and finally anchoring at *San Blas de California* on the 21st of November, 1837.

It may not here be amiss to say that our knowledge of the western side of *South America* has, until very lately, been derived solely from the Spanish charts, which were notoriously incorrect, many places being marked in them which are not to be found, and many of those which have an existence could never be reached by such means. For example, the river and point where the *Challenger* was lost, though near the great settlement of *Conception*, is laid down twenty miles wrong in latitude! When the immense direct commerce, as well as the extensive carrying trade in which we are engaged along the shores of the *Pacific* are considered, it cannot but appear a national duty to furnish our vessels with a safe guide to direct their spirit of enterprise.

Finally, we come to the surveying and discovery expeditions which are now on foot in *New South Wales*. Captain Flinders, as most people are aware, surveyed the southern, southeastern, and part of the eastern portion of that huge continental island. Capt. Philip King, who is now settled in those countries, to the great loss of the naval service, and especially the surveying part of it, examined and made excellent charts of the eastern, northern, and western shores of *Australia*, so that, with a certain degree of accuracy, or rather on a certain scale which is not very minute (for all that is accurate,) the whole of that new, or fifth quarter of the globe has been gone round.

are not actually engaged in surveying, these very meritorious officers have rendered services of the highest importance to the country, by arranging and preparing for us, under the hydrographer, the enormous mass of materials accumulated in past times, and which are every day increasing in value and importance, in consequence of a well-devised system of arrangement.

† The American surveying expedition under Lieut. Wilkes, consists of the *Vincennes* and *Peacock*, two sloops of war; the *Relief*, store-ship; the *Porpoise*, brig of war; and two pilot-boats of 120 and 100 tons, making in all six vessels, with crews amounting to about 400 men.—*Nautical Magazine* for October, 1839.

Various settlements have been attempted in different parts of Australia, but the absence of great navigable rivers, stretching far into the interior, has hitherto checked their success, in comparison to that of North American settlements, the prodigious growth of which is mainly due no doubt to that peculiarity in its geographical history. The advantages of a settlement on the northwest coast of Australia, if a river extending into the inland districts could be discovered, would be incalculable, not merely from this circumstance, but from its position offering a more obvious and direct communication with India, with Java, which lies close to the northward of it, with the Isle of France, and the Cape. The neighborhood of Dampier's Land seems to afford a promise of such a river, as the coast there is deeply indented. The tides thereabout rise and fall no less than thirty-six feet, and run with singular impetuosity. It is inferred, also, from the humid and hazy atmosphere which appears to be peculiar to that part of the coast, that there may be a great superficial extent of fresh water inland, the evaporation from which gives this character to the air. At all events these considerations fully justify the labor and expense of surveying with great care that part of the coast; the more so, as to this survey will be added a close examination of the Straits of Bass and Torres, which have been so fatal to our shipping, and which, from their being highways to the myriads of islands lying to the eastward, ought to be thoroughly charted for the use of shipping.

Capt. Wickham, who was originally with Captain Fitz Roy, took out the *Beagle* about two years ago to Australia; and since then he has not been idle, though it cannot be said that he has yet attained the chief object of his mission. On the northwest, or rather the N. N. W. coast of Australia, he has found traces of a huge fresh-water inundation, but how connected, if at all connected, with a river flowing from the interior, has not yet been made out. The entrance lies in latitude  $17^{\circ} 12'$  S., and longitude  $123^{\circ} 12'$  E. "They found it (the river) to be of trifling extent, but from the quantities of drift-wood and weeds suspended from the trees twelve or fifteen feet over their heads, it must be subject to immense inundations at certain seasons of the year; and from the lowness of the land on each bank, as far as we could see, the whole country must then be under water. The party proceeded about fifteen miles in a straight line south by east, when their progress was impeded by the number of drift trees blocking up the passage. The river was then rapid, running in three or four small streams, occasioned by some islets and fallen trees. The banks are nowhere above twelve feet high, and the land on each side perfectly level. As far as could be seen from the top of the highest trees, quantities of rich grass covered both banks, and the country appeared in both places to be richly wooded."<sup>\*</sup>

Sir John Barrow, who is high geographical authority, is of opinion that the rivers as yet discovered in Australia are quite insufficient in ordinary cases to carry off the waters of so vast a country, and he seems to incline to the old conjecture of some great Mediterranean sea. One spot only, it appears, now remains, where a large river can be looked for, and that is the bottom of the deep and wide Gulf of Carpentaria; "and if not," adds Sir John Barrow, "we must either conclude that there is some peculiarity in the construction and material of Australia, or that the waters are collected in numerous lakes, or one great sea, and evaporated or absorbed before they reach the coast."<sup>†</sup>

I have thus given a hasty sketch of the principal geographical works which have been carried on of

late years, or which are still in progress, under the directions of the Admiralty. But I must not omit to state that a long course of invaluable surveys has likewise been carried on by order of the East India Company, and by their own officers, over the greatest part of the Indian and China Seas, and amongst the numerous groups of islands and straits which lie beyond their eastern possessions. I had intended at one time to have offered you a notice also of those operations, which are so highly creditable to the public spirit and enlarged liberality for which the East India Company have been so long distinguished; but I observe with pleasure that the task has been commenced by one in every respect far better fitted to do it justice—I mean Lieut. J. R. Weillsted, of the Indian navy, whose interesting memoir on the south coast of Arabia you published last month. If he will favor the public with an account of what has been done in the China and Indian seas by Captain Ross, of the *Bonlay* Marines, and others, he will essentially add to the stock of our knowledge of those remote countries, and rescue from neglect the services of many most meritorious public servants, whose very names are not known on this side of the Cape, but the benefits of whose labors are felt in every cup of tea we drink, and every grain of spice with which we season our luxuries.

I am well aware that to those who are personally conversant with the topics treated of in this letter, the above sketch will appear not only meagre and imperfect, but perhaps occasionally incorrect in its technical phraseology; for I am merely an amateur surveyor, (if, indeed, I can lay claim even to that title,) having never had the honor of working exclusively in that department of the service. My purpose is to give a popular view of what has been done of late years by our naval hydrographers, in language sufficiently nautical to convey correct ideas to professional men, while it shall not be so technical as to be unintelligible to your general readers. I should, of course, have been well pleased to have seen this task executed by some professional surveyor; but as, I suppose, they are all too busily and too well employed to write long papers, I hope they will not blame me for attempting to do justice to their merits.

PORTSMOUTH, March 22, 1839.

*From the Albany Daily Advertiser.*  
ALBANY INSTITUTE.

MARCH 28, 1839.

A communication, entitled "A critique on the pretended discoveries of Dr. Sherwood," was read by JAMES FERGUSON. (Mr. Ferguson was formerly the American Astronomer in deciding the North West Boundary Line of the United States, under Gen. P. B. Potter, as Commissioner, and is now of the United States Coast Survey, under Mr. Hassler.)

The following is a copy of Mr. Ferguson's communication:

The discoveries in terrestrial magnetism, recently asserted to have been made by Henry Hall Sherwood, and given to the public through the medium of two congressional documents, have but one claim to any the slightest notice from the Institute. This claim is not founded on the exhibition of any delicacy or skill either in the contrivance or execution of experiments; or in the purity, the honesty or certainty of reasoning from them. It has not developed a single practical application that can be of use; nor has it the merit even of a bold conjecture, where we might pardon some distortion of fact to preserve and make consistent the principle. On the contrary, Dr. Sherwood's magnetic discoveries are few in number, and though it is possible they may have cost him the labor of twenty years, they are not within 160 years of being new. He propounds a theory contradicting facts instead of being based

<sup>\*</sup> Journal of the Royal Geographical Society, vol. viii. p. 3.

<sup>†</sup> Idem, p. 466.

upon them—a theory without even a plausible supposition for a ground—a theory presented as a mathematical one, and yet explained by persons so ignorant of the rudiments of the exact sciences, as to solve spherical triangles by the rule of three direct. Still these pretended discoveries have a claim to our consideration, and that claim is, that they were first presented to the world in a report from the Committee on Naval Affairs in the Senate of the United States. It is this alone which makes it necessary for us to consider them, lest we should lose character among the scientific world, and become culpable for allowing such absurdities to be palmed upon the public under our own observation. To show that this is a consideration which we may not well disregard, I will merely remark, that Dr. Sherwood's first pamphlet has already been spoken of to the disparagement of the national character for science, both in England and France.

It is true, and credible as it is true, that on the first appearance of the official document which ushered these strange crudities into notice, as fast as it became public, it was promptly contradicted and shown, wherever science was known or cultivated, to be both absurd and profitless. It is also true, that except in the lobbies of legislative assemblies, it has never yet found in the country an advocate of any note. In Philadelphia, in Princeton, in New York, and in Boston, it was unmasked as soon as presented, and has never yet been even spoken of with favor, except by the mercenary scribblers for the daily press. Yet we have this year a second report from the Senate of the United States, accompanied by a letter from Dr. Sherwood, more absurd than any thing which preceded it. Under such circumstances, it were sinful to be silent. I will therefore present, in brief, the features of this Sherwoodian magnetism.

In the first piece of Dr. Sherwood's theory, written by some one of the name of Dwight, after a pathetic prelude, in which it is necessary to introduce Homer, it is asserted that Dr. Sherwood "has succeeded in magnetising a continuous iron ring or plate, which had hitherto been accounted impracticable," and on this subject a passage from the Library of Useful Knowledge is quoted, (Art. 291, of Electro Magnetism,) which taken by itself would certainly seem to infer that polarity could never be given to continuous rings. But taken with the context, where the author is explaining the theory of electric currents, is immediately understood to apply to a peculiar mode of magnetism, and not to the general theory.

It had long been known that magnetism may be communicated to steel in any form, and with as many poles as the operator pleases. I quote on this subject from a report of Dr. Patterson, made last summer to the American Philosophical Society. He observed, nothing is better known in experimental science than that magnetic polarity can be given to steel in any shape, and with as many poles as the operator pleases. In illustration of this remark, he exhibited to the Society a steel plate prepared some years ago by Mr. Saxton, who was then in London, according to an experiment first made by Chladni, on which polar lines were traced so as to mark on one side the word magnet and on the other the date, 24th February, 1836, the position of the lines being made apparent by strewing steel filings over the plate.

Dr. Sherwood contentedly observes, "that the failure to magnetise a ring or circular plate of iron, arose probably from a mistake in the mode of attempting it. He then proceeds to describe a method of producing magnetism in a steel ring, by which in a perforated plate of 14 inches diameter he produced three poles, two north and one south: the two north poles being  $46^{\circ} 56'$  from each other, or double the obliquity of the ecliptic. Here it would

seem the first light began to dawn on the Doctor. The fancied analogy between the power of the poles of a magnet magnetised in a particular way, and the poles of the ecliptic, constitutes the greatest if not the only one of his discoveries. He, however, continued his experiments and produced four poles in an oblong steel plate at distances of  $23^{\circ} 28'$  from the axis, and he produced in another narrow plate poles at unequal distances. These experiments are in no way either new or interesting. From an analysis of them Doctor Sherwood came to the conclusion that every magnet has its poles at  $23^{\circ} 28'$  from its axis, when magnetised in the manner of Dr. Sherwood.

That the poles of any magnet are not necessarily in its axis had long been known, but that the distances from it were devious and irregular was known just as well. Dr. Patterson and Mr. Saxton, however, magnetised a ring in the manner described by Dr. Sherwood. (I quote again from the report of Dr. P.) and found without surprise that the assertion of Doctor Sherwood was entirely erroneous. When the magnetism was communicated in the awkward manner used by Dr. Sherwood, the poles were not indeed at the points of the first and second contact, but the deviation was irregular, was different at different poles, and bore no relation whatever to the obliquity of the ecliptic. When the magnetism was communicated to the ring by carefully setting two opposite points on the poles of a horse-shoe magnet, the magnetic poles of the ring coincided exactly with these points. This fact was shown in an experiment made before the society. From all which it is evident, that it was merely a pleasant conceit of Dr. Sherwood's to suppose himself the first to have magnetised an iron ring; and that the properties alleged by him to be present in such a ring are not, unless by accident, found there.

Dr. Sherwood now began to use his discoveries, and his reasonings are about as conclusive as his experiments had been fine; because a homogeneous steel plate or ring had sometimes one of its poles at a distance of  $23^{\circ} 28'$ , but as often at any other distance from the axis, he concludes, by a process of reasoning hitherto unknown, that therefore the earth, an heterogeneous mass, has also its magnetic poles at the same distance from its axis—and because he had found a simple steel ring to have sometimes three and sometimes four poles, he decides with equal certainty that the great globe itself can have only two. Having fixed the two magnetic poles at distances of  $23^{\circ} 28'$ , the Doctor proceeds to account for the annual change of variation, by determining that the line of no variation is a great circle passing through the magnetic poles, and that this circle and these poles revolve westward round the axis in a period of 666 years: why the Doctor has chosen this particular number does in no way appear; (as any other number would have done just as well) probably because it is the mysterious number mentioned in the Apocalypse as the number of the beast. The next class of phenomena to be accounted for on the Doctor's hypothesis is the diminution of the obliquity of the ecliptic, the procession of the equinoxes, and the applanishment or oblation, as the Doctor learnedly terms it, of the terrestrial spheroid. The two first of these are accounted for by a very simple expedient, to wit: giving a small upward spiral motion of seconds per annum to the magnetic poles; and the latter is explained in a transcendental method at page 8 of the first report, which, in charity I am obliged to suppose, must have been as unintelligible to the person who wrote it as to any one else. The latter of these phenomena had been accounted for by Newton, and his successors, merely from the conditions necessary to maintain equilibrium in a system of solids of different densities in revolution: while the two former phenomena, to wit, the diminution of the obliquity of the ecliptic and the procession of the equinoxes, had been proven to be the consequences of the nuta-

tion or nodding of the earth's axis of which they showed the cause. But if there had been any doubt on this point, and it had been accounted an inexplicable appearance, Newton would probably have preferred attributing it to a motion of the earth's axis which is small, instead of displacing the whole earth's orbit round the sun, which, on the present system, has suffered from the beginning of time no variation which is measurable. Dr. S. here strikes out a new track; moves the hitherto stable ecliptic; destroys at a dash the whole Newtonian theory, and like the equally learned and famous Doctor of the inimitable and facetious Mollere, who in pursuing some dissertation, had arrived at a point where it was necessary to place the human heart on the right side, exclaims, "Oui, cela étoit autrefois, ainsi; mais nous avons changé tout cela." I need hardly say that the determination of any change of the relations of the equator and the ecliptic, by a fancied motion in the latter circle, is an evidence of ignorance, which, in the present state of science, deserves fine and imprisonment more than honor or reward.

In regard to the Sherwoodian epoch of 666 years, in which the magnetic poles revolve round the axis, I will here state, that if there were any merit or use in the discovery as set forth by Doctor Sherwood, he himself would have no right to claim it as an invention. In the year 1630, Mr. Bond published exactly the same theory in a work called the Longitude found. In 1683, the same person attempted to account for the change in the variation and dip of the needle, by supposing that the two magnetic poles revolved round the axis, and asserted that he knew the period of the revolution and its cause; and proposed to determine the longitude by the dip of the needle. The paper setting forth this latter theory is contained in the Philosophical Transactions for 1673. Mr. Bond did not, however, publish his method; he found, probably, that there was no relation between the difference of latitude and difference of dip, and was too honest to attempt an imposition on the credulity of the public.

I now come to the part of Dr. Sherwood's labors which must have given him most trouble, and in which there was much room for ingenuity and mystification. There had been, for more than two centuries, observations made for the dip and variation of the magnetic needle, in all parts of the world; and for the last fifty years these observations had been often made by men whose reputations it would be troublesome to meddle with—but all these were to be reconciled with the Doctor's theory, and the mystic numbers of 23° 28' and 666. And in using these numbers, the Doctor very honestly sets aside all Algebra and Geometry, as being altogether too cabalistic for the comprehension of Members of Congress, and makes all his numerical changes and combinations with a circular steel plate and the rule of three direct.

The first part of this process was to settle the position of the two magnetic poles and the great circle of variation. And in this part of the matter, with all the light which is thrown upon it in the Doctor's two reports, there is yet much ambiguity. In the 9th page of the first report, the Arctic pole is placed, on the 15th September, 1837, in latitude 66° 32' North, and in west longitude 93° 16' 03" 04". On the 21th page of the second report, the same pole on the same day, 15th Sept., 1837, is fixed in longitude 92° 37' 09" 55.—differing two thirds of a degree from its first location. The Doctor has no where communicated the cause of this discrepancy, and we are therefore left to suppose that between the date of the two reports some magnetic commotions had taken place in the Arctic regions. In speaking of these determinations the Doctor also says, that he fixed the latitude and longitude of the poles on the day mentioned. Now, how did he fix it? He has never even seen or handled the polar bear himself. The latitude

is we know determined by the miraculous steel ring; and we may suppose the longitude to be ascertained by the rule of three. Or, if a more rational procedure was adopted, and the pole determined to be where a great circle running through two known points of no variation intersects the arctic circle, it would have been but fair to have stated it, and to have given the latitude and longitude of those points, that the operation might be verified. It has been said that Doctor Sherwood visited this summer the western part of this State, and also the neighborhood of Cape Fear, for the express purpose of determining the position of the line of no variation at these points. Not a word, however, is said of these important observations. We hear, indeed, of a voyage southward, in which the latitude and longitude of sundry places, such as Washington and Wilmington, (all previously well known) are very accurately determined; but not a syllable of the observations at Cape Fear. On this subject I will state, of my own knowledge, that during the last winter observations have been made by an engineer of known ability, in the neighborhood of Cape Fear, which altogether invalidate the Sherwoodian doctrine. These observations will, I learn, soon be published.

In the mean time, what becomes of the fame of Hansteen, who, by theory merely, fixed the north magnetic pole in 1830 to be in latitude, 69° 30', and in west longitude 87° 19'. What of the labors of Parry and Ross. Parry fixed the latitude of the north magnetic pole to be 71° 27'—and Ross, by a more perfect observation on the point itself, found it in latitude 70° 05' 17", and in west longitude 96° 45' 43" from Greenwich. The brave captain, after a voyage of unprecedented peril and exposure, hung the flag of his country on the north magnetic pole of the world, not dreaming in the travesty of his seamanlike imagination that either his skill or science should in so short a time be confuted by means of a steel ring and the rule of three.

Having determined the poles and one other point of the great circle of no variation, which latter we may suppose to have been either the point near Frederica, in this State, or the one at Cape Fear, Doctor Sherwood proceeds to define the line of no variation with as much certainty as the boundaries of a farm. In doing this he sets aside the observations of all creditable observers with the exception of Arago and Professor Renwick, paying deference to Arago because he has been able to use one among many of his observations, and to Professor Renwick for a similar or some other reason. There is an attempt also to conciliate Hansteen, at page 25 of the report, for having given foundation to the pleasant conceit of a second rate pole in the north-east vicinity of the arctic circle.

The Doctor next proceeds to give rules and examples, by which, he says, all observations may be made to consist with his theory. Of those, as it is technically termed, worked out in the two reports, there are two determinations of variation, four of latitude, and thirteen of longitude. In regard to these, it will be observed, that the arithmetic calculations on the first report prove nothing, as in some instances they give merely the result and the difference from previous determinations. Or in the cases where any data are given, the results are produced by tabular numbers, the mode of deriving which are nowhere stated. Those contained in the report of this year (I refer particularly to the determination of the latitudes and longitudes of Philadelphia and Wilmington) assume a principle long known to be untrue, to wit, that the differences of latitude and longitude are proportional to the differences of dip. And in attending to this matter, we may notice two distinct phases of the Sherwoodian project. In 1837, complicated tables were necessary to make this important discovery available—in 1838 nothing is necessary at all, the dip north gives the latitude, the dip across

the meridian the longitude. It is also said that the geometer gives the true terrestrial distance, but there is no simple given of the manner in which this latter property is used. Of that part of the report where determinations are made of the annual progress and maximum variation of the needle, seeming to establish the truth of the Sherwoodian cycle of 666 years, the coincidences are evidently accidental where they have been noticed. The truth of this can be so easily proven, without even the use of the rule of three direct, that it is unnecessary to mention them here. There are some general principles, however, laid down in the last communication on these points, which contain such admirable foolery, that I shall be constrained to notice them even here. At page 6 of the last report, is the following dogma:

"Now it follows from a simple problem in the rule of three, that if the amount of the angle of the magnetic with the terrestrial axis be  $23^{\circ} 28'$  at  $90^{\circ}$  from the equator, the amount of the angle in the latitude of Buffalo, which is  $42^{\circ} 53'$ , is  $11^{\circ} 10' 53'' 09$ ." Now if the terrestrial axis mean the terrestrial axis, and the magnetic axis mean the magnetic axis, their angle is a constant one. The Doctor has taken some trouble to prove this mean angle  $23^{\circ} 28'$ , the miraculous ironing has proven this. But if the Doctor means the angle which the direction of the needle makes with the meridian on the surface of the earth, that angle can, on the same latitude, be only twice of the same value. The Doctor here solves a problem in spherical trigonometry by the rule of three direct; and there is just as much reason in this exhibition of the uses of the Doctor's favorite analogy in this case as would be found in the conclusion, that if a boy were four feet high at the age of ten years, he would be sixteen feet long at the age of forty. I beg pardon for using such elucidation, but the case merits no better.

I will quote another Sherwoodian formula which, to leave unwhipped of justice, might affect very much our magnetic relations here. It is from page 29 of the report of this year. "And as your memorialist's discoveries will probably be subjected to the ordeal of such records, however erratic and capricious they may be, he deems it essential justice to principles of terrestrial magnetism, founded upon mathematical certainty, that some at least of the prevalent causes of error, in magnetical observations heretofore taken, should be stated and explained. Among those causes, that of taking a meridian line from the north star by spherical instead of plane trigonometry, is one of the most palpable and demonstrable. Unless by an accidental coincidence of circumstances, or by taking the line when the star is on the meridian, which is seldom done, the variation of the magnetic needle cannot be correctly found by this method, because the azimuths thus obtained are the proportions of a curve instead of a straight line. The greatest elongation of the star is now scarcely  $1^{\circ} 34'$ , and by plane trigonometry the direct proportions only of this distance should be allowed for azimuths in the several parallels of latitude. But by spherical trigonometry, which is *posterously* inapplicable to the determination of a true meridian, these azimuths or angles are extended to accommodate the course of a curve; and thus, although the maximum elongation of the star is but little more than a degree and a half, two degrees are allowed for it in the latitude of New York, in the present year, when its real angle in that latitude is in the direct proportion of that maximum. The reality of this cause of error, if indeed it be not self-evident, can at any time be ascertained by comparing the results of a solar with those of sidereal observation of variation, at the same place and within the nearest practicable period of time. The true azimuth which is to be allowed in taking variation, can always be found by the rule of three direct in the simple statement, that if that azimuth be  $1^{\circ} 34'$ , at

$90^{\circ}$  from the equator, what is it at any other latitude?"

The whole of this part of Dr. Sherwood's last book is such consummate nonsense, that it requires temper to speak of it at all. Every element used in the calculation of an azimuth is the arc of a circle, and can be used in no other relation. And it was mainly to the necessity for fixing the value of such arcs, that astronomy in its present state owes its perfection. We are now to be told that spherical trigonometry, as well as plane trigonometry, can be solved by the rule of three direct; and submit to the additional disgrace of having this promulgated by authority of the highest deliberative body in the country.

I would now have noticed all that is worth notice in the Sherwoodian theory, but I perceive at the conclusion of this year's report, like all other weak theories, it attaches to something weaker than itself, and proffers at the conclusion an alliance with animal magnetism. After saying "that so ample and perspicuous are the data thus obtained, that the most abstruse calculations in universal astronomy may be simplified to the capacity of every ordinary understanding," he concludes by saying, "By means of these laws, secrets of nature and of futurity, now veiled on the heights of that intellectual eminence from which the human mind has long descended, or preserved only in the ambiguous language of seers, and in the uninterrupted symbols of ancient mysteries and secret fraternities, may at length be revealed for the improvement, the elevation and the happiness of mankind."

The time was, (and not very long since either,) when a man would have been burnt for a witch for attempting to tell fortunes; and we used to think that the penalties of the statute, in such case made and provided, were unnecessarily hard and severe. If this business, however, should by means of the Sherwoodian theory, go into operation on a large scale, with a bank at the back of it, there is no telling how much good and evil might result to the community—of the good, we can foresee that there would be an end to all speculation, either in politics or money—the evil resulting would probably be that we should all become quiescent and lose the elasticity necessary to any exertion.

In brief, then, we will say that the dogma of Dr. Sherwood, that on a particular application of magnetism to a steel disc, the resulting poles are  $23^{\circ} 28'$  from the axis is disproven by all experiment, and that if this were true, there can be no analogy between this case and that of a heterogeneous mass like the earth.

The application of Dr. Sherwood's theory to the instrument called the geometer, is the only practical result presented of his hypothesis. This instrument is a magnified disc moving in a graduated brass plate, and differs from the well-known instrument called the dipping needle, only as a disc differs from a bar or needle. The only effect of this arrangement that I can conceive of is that the action of the magnetic force in the geometer will be more sluggish than in the ordinary needle. The manner of using the geometer is to place it in the meridian and take the dip, which is the element for determining the latitude, and place it across the meridian and take the dip, which determines the longitude. Of this it is only necessary to say, that it assumes the principle that every latitude and longitude has its particular dip, which is disproven by all observations except those of Dr. Sherwood himself. If, however, this were the case, the oscillatory motions and the distance which must be left between the brass plate and the magnet would render all determinations made by it uncertain, within, as nearly as I can judge, half a degree. Dr. S. does not pretend himself to reap nearer than a minute, whereas an ordinary sextant will read within five seconds, which is, of course twelve times more accurate.



The geometer, therefore, will never be used on land, and so far as I can judge, would be altogether unserviceable at sea, though on this point, we have the evidence of Dr. Sherwood to the contrary.

This is every thing that needs be said about Dr. Sherwood and his discoveries, which to say the truth deserve so little attention as to make it difficult to speak of them in the staid and certain manner befitting discussions on scientific subjects.

At the semi centennial celebration of the inauguration of WASHINGTON, the following were among the regular toasts:

11. *The Army*—Our ancestors owed to its valor the establishment of their independence; the present generation is indebted to its patriotic exertions for the preservation of peace.

Major Gen. SCOTT responded to this toast in the following terms:

Touched with the high compliment paid by this distinguished company to that arm of the national defence to which I have the honor to belong, I offer you, gentlemen, the return of its grateful acknowledgements. If

"In peace there's nothing so becomes a man,  
As modest stillness and humility;  
But when the blast of war blows in our ears,

Then lend the eye a terrible aspect—

Hold hand the breath, and bend up every spirit  
To his full height;"

the army fulfils all the conditions of good citizens and good soldiers. The schoolmaster has been abroad in its ranks, and, thanks to the West Point Academy, our younger officers, when in the bosom of society, are best known by the modest bearing, the ready obedience to law, to the habits and feelings of their country.

Under the other circumstance, that of active service, I need not but allude to the triumphs of what has partially been termed the *second year of independence*. History has occupied herself with those deeds, and in one stream of eloquent praise, has mingled the glories of the navy and army.

More recently, our twelve or fourteen regiments have not been idle, and if they have won but few bloody victories, they at least have marched in triumph through every forest, hammock, swamp, and prairie of the frontiers—

"Where beasts with man divided empire claim,  
And the brown Indian marks with murderous aim."

In the Black Hawk campaign, none of those difficulties, nor the dread of cholera, long delayed the onward course; and the enemy, overcome by perseverance and valor, were in the end taught the high Christian lesson of justice blended with mercy.

At Charleston, when the gallant, but too sensitive Carolinians had, by evils imaginary or real, or both, been brought almost to disunion, the officers and men of the navy and army on duty in that harbor, labored by meekness and kind offices—in one instance saying that beautiful city from general conflagration—to assuage the angry feelings which had been excited, and thus kept the way open for that masterly movement in Congress, which restored the noble State to the eager embraces of her sisters of the Union.

The Florida War ensued and continues. This has been a deep affliction to the country, and yet a greater one to the regiments employed, which, throughout, have displayed every effort of heroic perseverance and hardy endurance. It was my fortune to witness many of the difficulties and distresses of that war, during the twenty-three days in the field which were allowed me. We then only succeeded in removing about 400 Seminoles, and suffered for a time the censures of the hasty. But as applause had ne-

ver spoiled our gallant troops, so neither did condemnation change their noble character, and all remained, to country and government,

"As true as the dial to the sun,  
Although it be not shown upon"

For the last six months a handfull of the army has been incessantly employed on the Canadian frontiers, in maintaining the supremacy of the laws and the national faith, pledged by treaty to a friendly power. Here again our officers and men have, without exception, done their duty. Wherever they have been able to appear, success has attended their efforts, and under Providence, but for those efforts, the United States, in all probability, would, ere this, have been at war with a great and kindred people.

I will but briefly allude to one other service recently performed by our army; the removal, 900 miles, of the numerous and increasing tribe of Cherokee Indians. This service, in which the militia of North Carolina, Georgia, Tennessee, and Alabama bore a meritorious part, was accomplished, not alone by collecting the persons of the Indians, but by the conquest of the will, up to that time indomitable and adverse. The means were persevering kindness, exerted by all and extended to all. I offer this bloodless triumph, obtained by the clemency of the sword, as in some degree worthy of the example of the illustrious William Penn, and I am happy to add, from a personal knowledge of their late and present countries, that the emigrants have every prospect of being greatly and permanently benefited by the change.

I beg leave, gentlemen, to offer this toast:

The surviving heroes and worthies of the revolution—They are dearer and dearer to the hearts of their countrymen as their numbers diminish.

12. *The Navy*—Created by the Federal Government; its past achievements are pledges that it will not be wanting in the hour of national danger.

COMM. CLAXTON responded to this toast, but we are unable to report his remarks.

"MILITARY MAGAZINE, AND RECORD OF THE VOLUNTEERS OF THE UNITED STATES," is the title of a work, two numbers of which have appeared, recently commenced in this city, by Mr. WM. M. HUDNUT, No. 84, Noble street. It is to be comprised in four volumes, royal quarto, issued in monthly numbers, each number to be embellished with two or more fine full length figures, fully dressed in the uniform of the corps therein described. The subscription price is five dollars a year. The numbers already published contain lithographic engravings of the uniform of the First Troop, the State Fencibles being a portrait of Col. James Page, the Washington Grays, the German Washington Rifle Corps, with interesting historical sketches of these associations. This work deserves to be liberally patronised by the volunteers throughout the country. It possesses many attractions for all who feel an interest in the subject to which it is devoted, and the first numbers show that it will be valuable in many respects, to the general reader as well as to the volunteer.—*Pennsylvanian*.

A gentleman who arrived from Quebec last week, by the Kennebec road, informs us that the British are about commencing a fort at Madawaska. It is to be called *Barracks*, but the walls are to be eight feet thick. We have some doubt whether the home government will enter fully into the views of the provincials in fortifying their position in our territory—that is, unless our Government should be unpardonably remiss in its duty. If the British wish to build a fort and make us a present of it, as an offset for Fort Blunder, (Rouse's Point,) it may be very well.—*Kennebec Journal*.

## WASHINGTON CITY:

THURSDAY, ..... MAY 30, 1839.

## NEW PUBLICATIONS

IN THE PRESS, LONDON.

Parkes on Steam Boilers; Part I, nearly ready for delivery.

Armstrong on Steam Boilers; new edition, improved.

Professional Papers, or Transactions, of the Royal Engineers, vol. 1.

Professor Airey, the Royal Astronomer at Greenwich, has completed his paper on the local attraction of iron boats, and has transmitted it to the Royal Society. It will no doubt be published in their next volume, or part, of Transactions.

THE Board of Engineers and Naval Constructors, mentioned in our last, met in this city on Wednesday, 22d inst., and adjourned on Tuesday evening *sine die*, having completed the business laid before them. The Board was composed of Captain M. C. PERRY, of the navy, President: Messrs. W. KEMBLE, one of the proprietors of the West Point Foundry; S. HUMPHREYS, Chief Naval Constructor, S. HARTT, and J. LENTHALL, Naval Constructors; and C. H. HASWELL, Engineer of the U. S. steamship Fulton.

It is intended to build two sea steam vessels of war, and the attention of the Board was chiefly directed, we believe, to the model of the vessel, the size, form, and location of the engines and machinery. If we can obtain the particulars of the dimensions, we will publish them hereafter.

**DESSERTERS.**—Two of the United States soldiers, we are informed, were this day "drummed" out of the barracks for desertion. After an infliction of corporeal punishment, by administering fifty lashes, branding, and shaving of the head, they were marched out of the ground at double quick time, with soldiers with fixed bayonets following after and escorting them. They felt seriously the disgrace brought upon themselves; and we are glad to state, for the reputation of the brave and hardy soldiery who compose our army, that instances of this kind are of rare occurrence.

We copy the foregoing from the Detroit Morning Post, and we hope a portion of the statement is incorrect. We have no objection to the drumming out of the deserters from amongst their honorable and well behaved comrades; it is just what such scamps deserve, and we have nothing particular to object to the shaving of the head, but if it be true that the lash and the branding iron are in the habit of being applied to the persons of American soldiers, it is utterly disgraceful to the service and to the country, and if there be a regulation of the army by which such atrocious proceedings are warranted, it is quite time they were rescinded. Shoot a soldier if you please, imprison him—do any thing with him that is necessary to punish his crimes; but to whip or to brand him, no tribunal, civil or military, has the right to do, even if a law of Congress were to authorize it. The Constitution of this country, in our opinion, protects every American citizen from such a punishment, especially while in the service of the United States.—*New York Gazette.*

The term "branding," as it would be understood upon reading the above paragraph, (that it was done

with a hot iron,) is improperly applied. It should be "marking," a species of tattooing, with India ink, such as is often done by sailors for their own amusement. The object in applying it to deserters from the army, is to prevent their imposing upon Recruiting officers. It is usually done by marking the letter D, about one inch in diameter, upon some concealed part of the person, such as the right or left hip.

The 7th section of the act of March 2, 1833, authorizes the infliction of corporeal punishment by stripes or lashes on any enlisted soldier who shall be convicted by a General Court Martial of the crime of desertion.

## ARRIVALS AT WASHINGTON.

May 17—Gen. R. Jones, Adj't. Gen.	6th street
23—Lt. R. H. Graham, 4th infy.	Mrs. S. G's
25—Capt. J. C. Casey, Com. Sub.	Fuller's
Lt. D. H. Tufts, 4th arty.	do
27—Capt. B. Hunger, Ordnance,	Mr. Poinsett's
Capt. D. H. Vinton, A. Q. M.	Fuller's
Major R. L. Baker, Ordnance,	Mr. Ulrick's
Capt. G. H. Croswan, A. Q. M.	Fuller's

## PASSENGERS.

SALEM, May 20, per barque Chaleadony, from Montevideo, Lieut. H. Y. Purviance, of the navy.

SAVANNAH, May 19, per steamboat Florida, from Picolata, Capt. S. H. Drum, of the army. Per steamboat Charleston, from Garey's Ferry, Maj. Loomis, of the army, and lady; Mrs. T. F. Hunt; Captain J. C. Casey, of the army.

CHARLESTON, May 21, per steam packet Wm. Seabrook, from Savannah, Mrs. Major Loomis, Mrs. Major Hunt; Captains W. B. Davidson and J. C. Casey, of the army.

NEW ORLEANS, May 10, per schr. Gov. Arnold, from St. Marks, Major Noel and Lieut. Todd, of the army. May 13, per steamer Corinthian, from Florence, Ala., Captain P. Morrison, of the army. May 17, per steam boat Columbian, from Fort Towson, Col. Vose, of the army, and two daughters.

## ARRIVALS AT PHILADELPHIA.

May 22, Col. T. Cross, army; Capt. Parker, navy. May 23, Lieut. R. G. Robb, navy; Capt. A. R. Hetzel, army. May 24, Capt. Kearny, navy. May 25, Capt. D. H. Vinton, army. May 26, Capt. F. Forrest, navy, and lady; Capt. S. L. Breese, navy; Major Baker and Capt. Croswan, army.

## COMMUNICATIONS.

## FALSTAFF'S REGIMENT vs. MEN IN BUCKRAM.

MR. EDITOR: In the Chronicle I have seen published two paragraphs noticing the passage of certain regiments, please also to publish the following, which I have copied from a newspaper printed in Little Stock, the capital of Rackenass.

"The 4th regiment of infantry passed through town day before yesterday. This regiment has been on active service wherever there has been any since it was formed. For three of the last four years it was in the swamps of East Florida, and during the other on or about the mountains of the old Cherokee nation; when in the winter it was often exposed to piercing winds and penetrating snows, without even the shelter of leaves; when they could carry nothing but a blanket and half allowance of rations. The low life they have been leading, probably, is the reason of their ragtag and bobtail appearance. Having been so long amongst rocks, and bullets, and brambles, living, we presume, a most unenviable life, sometimes incontinently devouring their own horses, and at others fasting, for sheer want of some-

thing to eat. What contemptible poverty for people who stand so straight and talk so big as officers of the army! We wash our hands of ever having 'carried favor with them by noticing their arrivals, &c.' the more so, as they frequently show themselves ungrateful for those favors. We sincerely regret having viewed the rough appearance of this regiment. We hope, for the honor of the service and the country, that when any more troops come along in negligé, not to say dishabille, they will pay more respect to this metropolis than to pass through it in the day time, with their sallow swamp-fever faces and dusty garments."

Again:

"We announce the passage through this city of the 17th U. S. Infantry, on its way to Florida. This gallant regiment having been fourteen years in barracks, possesses a truly soldier-like appearance. No white cloths were seen pending from their trowsers; their thick cowhide boots were new and creaking. This regiment will at once put an end to the Florida war. We have no doubt of it. We are pained to say they wore their hair on their heads, which offends our taste, [as the fox said about tails,] and their nasty mustachios our ladies could not behold without gulping."

These slips remind me of an old story. A representative of a new country, in State legislature, stating that he knew nothing about his constituents, was asked by the speaker if they could not have sent a better man than him? "Yes," he replied, "but they had 'nt as good clothes!" 4.

#### DR. SHERWOOD'S THEORY OF MAGNETISM.

MR. EDITOR: You will subvert the interest of the scientific world by giving circulation to the accompanying confutation of Dr. Sherwood's pretended discoveries in magnetism. I am altogether in favor of permitting man's inventive genius to have an unlimited field of action; and would sooner lend a credulous ear to what, at first blush, would seem improbable, than crush, without the fullest investigation, the germ and first fruits of efforts tending towards the advancement of science. But when a palpable absurdity, through the medium of the grave deliberations of the National Legislature, is attempted to be palmed upon the public credulity, it is pleasing to see it stripped of its disguise, and, in the language of plain truth, laid open to the dustiest comprehension.

The pretension to magnetic discoveries, which Dr. Sherwood has made, would not, of itself, have been worthy of contradiction. It is one of those fallacies which would have died without the outstretched arm of its projector to save it from its inevitable fate; but since it has obtained some notoriety, in having received the respectful consideration of the ablest branch of Congress, the author of the subjoined critique thought, no doubt, that unless a confutation came from some quarter, silence on the subject might have been construed into a tacit acquiescence in its premises and deductions.

The criticism has been too shyly sustained to require one word in aid of the execution it has effected, in totally annihilating the base and superstructure of this untenable fabric. P.

#### DOMESTIC INTELLIGENCE.

##### FLORIDA WAR.

**THE SEMINOLE WAR.**—No hopes seem to be any longer entertained that the embassy of Gen. MACOMB to the Seminoles will end in any thing beneficial. Lieut. REYNOLDS, who passed through this place last week on his way from Tampa Bay, brings intelligence that the chief on whose good offices Gen. MACOMB chiefly relied, has not only refused to treat, but has taken himself and all his people to the woods. The truth is they consider the whites to have been

badly whipped, and it is nearly time that we should take the same view of the matter. The language they now use is, "Let us alone, and we will not molest you—remain at your posts or your homes and we will not attack you—but if you make war on us we will fight as long as our ammunition lasts, and when this is gone we will take to the bow and arrow." *Pensacola Gazette*, May 11.

##### Correspondence of the Savannah Georgian.

GAREY'S FERRY, May 17, 1839.

DEAR SIR: Every thing is going on well and smoothly in the negotiation line; and in a very short time, I expect to be able to apprise you of the successful termination of Gen. Macomb's mission. Col. Harney arrived from the south a few days ago, bringing with him a very important chief of the Mickasukie tribe; he, with fourteen others, came in to Col. H., whilst on the southern coast, and says the Indians are anxious for peace, and will gladly accede to the General's terms. Gen. Jones (Sam) says that if he comes in, it will be after peace is made and every thing is settled. Coconochee entertains and expresses the same opinion. Several Indians have also visited the General, at Fort King, and promised to bring in more. Murders committed by straggling parties of Indians may still be heard of, but as soon as the news of our wish to make peace is known to all, no danger even of this kind is to be apprehended.

**SEMINOLE INDIANS.**—In addition to the intelligence published in the *Daily Georgian* of Monday, furnished by our attentive correspondent, we have been favored with the following from another source.

Chitsee Emathla (Snake Lawyer) and Ochee Hijo (Mad Goat) are the chiefs brought up by Col. Harney from Cape Florida as representatives of Sam Jones and party, and other Indians below. They have been taken by Col. H. to Fort King to see Gen. Macomb, and state that Sam Jones expresses himself highly pleased with the terms of the proposed treaty. Difficulties will no doubt be speedily settled. A number of chiefs have been to Fort King to see General Macomb, and all are delighted with the prospect of peace.

We further learn from gentlemen from the Territory, that it is reported that a temporary line will be drawn from the head waters of Pease Creek (which empties into the lower part of Charlotte's harbor) to Cape Sable, and that the Indians will be permitted to occupy temporarily the country embraced by this temporary line on the east, and the Gulf and Pease creek on the west and northwest. It is supposed that two regiments of troops will be retained in the Territory to protect the settlers, and enforce the provisions of the treaty.—*Savannah Georgian*.

The frigate *Macedonian* and ship of war *Ontario* arrived on Saturday evening last after our paper went to press. They are last from Vera Cruz, whence they sailed on the 28th ult. in company with the *Levant*. The latter ship parted company on the 6th, bound to Havana. The ships left at Vera Cruz the U. S. ship of war *Erie*, which was to be relieved by the U. S. ship *Warren*, expected to arrive in a few days. The *Levant* and *Erie* are both expected to arrive here by the 20th. Many of the citizens who had fled from Vera Cruz were returning to their homes. Gen. Mexia's forces were marching in the direction of Puebla, to which point it was understood that the army under Gen. Bustamente was also marching, and where it was thought the hostile forces would meet.

The revenue cutter *Jefferson*, Capt. W. Foster, arrived here from Mobile bay on Monday last. The *Jefferson* is a beautiful craft, built upon a new model and rigged differently from the other cutters that we have seen.—*Pensacola Gazette*, May 18.

We have been favored with a good portion of the Report of Lieut. JAMES T. HOMANS, United States Engineer, [Navy] who, in obedience to instructions received, proceeded in August last to survey and examine the northern lake boundary west of Detroit, under the provisions of the act of Congress, approved 7th July last, respecting light-houses. Leaving Detroit on the 20th of that month, in the vessel chartered for his use by the collector of that port, he followed the boundary designated through Detroit river, lake and river St. Clair, Lake Huron, Saginaw bay, Straits of Michilimackinac, east and west side of Lake Michigan, to Green bay; from that place to St. Mary's river, entering it by Detour passage, most used by vessels; to Sault Ste Marie, near foot of Lake Superior; thence to Detroit, via Mackinaw; embracing in the route a distance, by estimate, of 1,825 miles.

The Buffalo Journal, in alluding to this report, says: "Reader, think of it! The engineer explores our own American Mediterranean, embracing a route of eighteen hundred and twenty-five miles in length, and yet *leaves enough unexplored to wash the boundaries of whole Empires!*" All this is no exaggeration; it is plain unvarnished truth. Lieut. HOMANS found much that had been done, and something, already in partial progress, to hasten and commend. In speaking of certain bars at the outlet of Black river, he earnestly hopes that the obstruction of commercial enterprise thereby, (which he observes will apply also in South Black river, Pigeon river lake, and other fine harbors on the east side of Lake Michigan) may induce from Congress some appropriation for opening the entrance to them. Our officer in this report expresses himself highly gratified with the manifestations of thorough and genuine enterprise displayed by the company now rapidly settling at Port Sheldon; among the tokens of which is mentioned a neat light-house, near the entrance of the harbor, regularly lighted throughout the season. It has been truly useful, to lake navigators, more especially those destined to Grand river, thirteen miles north; there being no other light in operation on the two hundred and fifty miles of lake coast north of St. Joseph; a coast destined, with all the intermediate and surrounding regions, teeming with increase and fertility, to pour its influence into the lap of this company, and the city which their pioneering enterprise and far-reaching forecast will in a very few years have established, in plenteous prosperity.—*Philadelphia Gazette.*

**COAST SURVEY.**—The U. S. surveying brig Washington, Capt. Gedney, is now in our harbor, and on the point of resuming her duties of examining the coast off Long Island and the adjacent waters between that and New England. She is in complete order, and the following are her officers:

THOS. R. GEDNEY, Esq., Lieut. Commanding, Charles W. Channev, Richard W. Meade, Lieutenants, Franklin Clinton, A. Holcomb, R. Bache, David D. Porter, Passed Mid. S. Sharp, M. D., Surgeon.

The schr. Jersey, commanded by Lieut. Griffith, and attached to Capt. Gedney's command, has proceeded to Gardiner's bay. Her Passed Midshipmen are Messrs. Ring, Bill, Patterson, and Wainwright.—*New York Star.*

In listing the names yesterday of the officers attached to the surveying vessels under Capt. Gedney, we inadvertently omitted Lieut. S. C. Rowan and Passed Mid. Berryman.—*Ibid.*

THE CONSTITUTION went to sea yesterday, in fine style, passing through Gedney's channel at neap tide, with about four feet water to spare, the frigate drawing some 23 or 24 feet. She was in admirable order, although the work of putting to right was much impeded, during her stay in our harbor, by the

visits of some twenty or thirty thousand citizens, men, women and children. But Lieutenant Carpenter, the first officer of the Constitution, is a man who knows his own duty, and how to make his people do theirs. The frigate slipped away on a "taut bowline," we believe they call it, at the rate of about 8-12 knots, quietly dropping every thing astern that attempted to keep her company. She carries out Mr. Ellis to Vera Cruz, and then makes sail for the Pacific.—*N. Y. Com. Adv.*

The United States frigate Constitution got to sea yesterday at 2 o'clock, passing through the Gedney Channel. She drew 23 1-2 feet water, and passed the channel with 23 1-2 feet water on it. Commodore Claxton was highly pleased with this newly discovered channel, and addressed a note, very complimentary, to Capt. Gedney, for his discovery of it, and very decidedly in favor of the erection of a Dry Dock in this harbor.

The Constitution is in superior order, and has a distinguished and meritorious company of officers. May her long intended cruise in the Pacific, and her visit to Vera Cruz, be attended with success!—*New York American, May 21.*

U. S. SHIP CONSTITUTION, May 20, 1839.

SIR.—Having just passed through the "Gedney Channel," and viewed its advantages and reflected on the great purpose to which it is destined, I cannot but congratulate you on the happy discovery. A great naval station and Dry Dock is no longer a problem, —New York must possess both, if politicians are not blind to the true interests of the country.

Respectfully, Your ob't serv't,  
ALEX'R CLAXTON.

CAPT. GEDNEY.

U. S. DISTRICT COURT, NEW YORK, May 16.

**CHARGE OF REVOLT.**—Twelve of the seamen of the packet ship Normandy, Captain Tyson, who arrived from New Orleans on the 15th, were brought up and charged with attempting to make a revolt on board of that vessel, while on her voyage to this port, on the 3d of May last.

The crew were all negroes, and complained bitterly of the quality of the provisions furnished them. On the day abovementioned, one of the crew named Emanuel Antoine, refused to obey the Captain's orders, and damned the provisions. The Captain then ordered the mates to put him in irons, which they attempted, but could not succeed, in consequence of his resistance. The crew all flocked around him, and the Captain ordered them to assist in securing Antoine, which they refused to do; he then drew a pistol, when another of the crew, named Chides Jennings, said that no man should be put in irons that day, and that if the Captain shot any one, it would be the last man he would shoot. All effort to secure Antoine was then abandoned.

After dinner, however, Captain Tyson again ordered Antoine to be put in irons, but he had greased his arms, and could not be secured. The Captain, with a belying pin, struck Antoine a slight blow, and endeavored to drive him forward. Upon this, the negro, with a large knife, stabbed the Captain in the breast and hand. The Captain fired two pistols at Antoine, but neither of them took effect. Lieut. Aisquith, of the 1st artillery, who was a passenger on board, levelled a pistol at the negro's head, who dropped knife and cried murder, upon which all the crew rushed to his assistance. The Lieutenant went into the cabin and brought out two loaded muskets, which had the effect of causing the crew to return to their duty.

Antoine was fully committed. Jennings was held to bail in the sum of \$500, and the remainder of the crew in the sum of \$150 each.—*Sunday Morning News.*

*Reported for the N. Y. Courier and Enquirer.*

**DESERTION AND ARREST OF SEAMEN.**—Capt. James Anthony, of the brig *Clitus*, came yesterday morning to the office of the U. S. District Attorney, and stated that his vessel was lying in the North river, nearly abreast of the frigate *Constitution*; she was bound for the West Indies, and that during Thursday afternoon, he being in readiness to go to sea, and called all hands to the windlass to weigh the anchor, two of the men refused to do duty, and manifested signs of mutiny, whereupon he applied to the command of the frigate for aid, which was refused. Shortly after, a boat from the frigate came alongside of his vessel, into which five of his crew, named John Robinson, James Frazer, William Dickinson, Robert Moon, and James Miller, were taken and carried on board the frigate. He this morning made application to the lieutenant in command to restore his men, which was also refused.

Capt. A. was informed that the Court had no jurisdiction in the matter, and he then went and complained before Justice Wyman, at the Police, charging the men with desertion. A warrant was issued, and an officer sent on board the frigate; the men were delivered up, in compliance with this requisition; the three former were put on board the brig, and the two latter discharged.

Amongst our police reports of Saturday, one of a mutiny on board the brig *Clitus*, from which some of the seamen were taken on board the frigate *Constitution*, contains some slight inaccuracies, which a letter from Lieut. Carpenter leads us correct. He says—

"The first application was to me for assistance in getting the brig under way, which I was obliged to refuse under press of duty. Not long afterwards a cry came from the brig for help, which was immediately answered by a lieutenant and boat's crew, who brought back five men belonging to the *Clitus*, accompanied by the captain of the *Clitus* and officer Dubois. These men were placed under charge of a sentinel. Two of them were called for yesterday, and the remaining three this morning. We could do nothing but take charge of the men."

E. W. CARPENDER, Lieut. U. S. N."

**REVENUE CUTTERS.**

**U. S. REVENUE CUTTER GALLATIN.**—This beautiful craft sailed yesterday to cruise off the capes and in the bay, and, as usual, to board and report vessels arriving from foreign ports. She is always ready with the efficiency and promptness of her commander and officers, and to render any assistance that may be required; in which service during last winter, she proved so useful. The "*Gallatin*" has undergone a thorough overhauling, been completely fitted and furnished; and is certainly as trim a bark as ever floated on the bosom of the Delaware, or rode the mountain wave. Her interior arrangements and exterior appearance do credit to her commander and officers. A number of ladies and gentlemen have, through the politeness of Capt. Nones, enjoyed a pleasing visit on board.—*Poulson's Advertiser*.

*From the United States Gazette.*

We yesterday visited the most beautiful vessel perhaps in the world. We refer to the U. S. cutter *Gallatin*, Capt. Henry B. Nones, an old Pennsylvanian, and the son of a very worthy and lamented old revolutionary soldier. The captain has been absent from his friends of this city a number of years, and it affords us much pleasure to greet him among us again. The cutter is now in elegant order, and reflects much credit on the gentlemen who attended to her outfit, but the most elegant part is a splendid new suit of sails, made by Mr. James Manull. It would be impossible to do him the justice he merits in a card; we only invite the attention of those inter-

ested, to her canvass, which, when set, we were most hospitably entertained by her commander and his officers. Her general appearance testifies a neat and correct taste, an able and efficient organization. Under the command of a gentleman so distinguished for his eminent capacity for the service, and the bland courtesy of his manners, entitling him to the respect of all, we confidently predict advantages of no ordinary character to crown the course of the *Gallatin*. The revenue service is one of the most vital importance to the country, and the proper department could no better evidence the wisdom of its selections than in the appointments it has made in the *Gallatin*. The immediate and salutary effect of this is evidenced to the most common observer; such measures recommend themselves by fostering a confidence in the maritime institutions of the country, and when uniformly persevered in, create that proper spirit of national pride, so necessary to uphold and sustain all matters of public policy. Connected with these remarks we have entirely in our view the beautiful vessel above alluded to. In model perfect, in equipment complete, she may well challenge whatever floats, to a trial of her powers. Although the American marine may not boast of numbers, yet there is the proud satisfaction of knowing, and experience has fully confirmed it, that what we have constitute a right vigorous arm, to promote the general welfare, and provide for the common defence of our cherished institutions.

PERRY.

**REVENUE CUTTER WOODBURY.**—The U. S. schr. *Woodbury*, employed as a Government packet between New Orleans and the Mexican ports of the Gulf of Mexico, during the continuance of hostilities between Mexico and France, has been withdrawn from that service, and will hereafter ply as a revenue cutter in the Gulf. We understand that the *Woodbury* will be manned by the officers attached to her when in the revenue service.—*Louisianan*.

In the report of the Quartermaster General, just published, he states that he has left at the office of the Secretary of State, for the inspection of the members of the General Assembly, and others who may wish to see what appears to be a very ancient relic, a standard, bearing the following inscription—"2d bat', 2d Reg', Connecticut, raised 1640." It was deposited in the Arsenal by the Hon. John Mix, who, on the organization of the department, was appointed Quartermaster General.—*Hartford Courant*.

*From the Boston Transcript.*

**PROCEEDS OF THE FAIR FOR THE BENEFIT OF THE MARINER'S HOUSE.**—Several unofficial statements having been made of the proceeds of the late Faneuil Hall Fair, we have asked for information at head quarters, and the following memorandum was given us of the amount realized at the several tables. The motto over each table is quoted against its number.

No. 1. "A Life on the Ocean Wave,"	\$490 63
2. "Our home is on the Deep,"	350 60
3. "Sympathy for the Sons of Neptune," including the money for the brig <i>Josiah Sturgis</i> ,	300 39
4. "Waft us to our happy shores." Including the Flower Table and Herald of the Fair,	1,754
5. "Freight from all Nations," including the Post Office,	500
6. "Let the Bethel Flag float free,"	550
7. "A Beacon light is kindled,"	330
8. "Under thy wing every thing prospers,"	200
9. "Moll Pitcher,"	205 54

Net Proceeds,

\$3,711 21

The scarcity of seamen in the naval service is getting to be an evil of magnitude. The constitution is still detained at New York, for want of fifty able seamen, and the Concord has been lying at the Charlestown navy yard for months, fitted for sea, and detained doubtless, merely in consequence of the impossibility of procuring a crew. Other sloops of war in other ports are detained for the same reason. It is evident that Government should add to the inducements of seamen to enter the Navy—for it is highly important to the interests of commerce, that our ships of war should be kept on the ocean.

According to the present rules of the service, no sugar, coffee or tea, usually denominated by seamen, "small stores," are allowed by the government. These little comforts are considered not merely luxuries, but necessities, by almost every seaman, and are purchased of the Purser, out of their hard earned wages. If the rations of grog should be discontinued, and instead thereof small stores allowed, we doubt not that the effect would be in the highest degree favorable, and that not only more, but better men could be obtained for the naval service, than under the present regulations. Humanity, as well as policy, a regard for the interests of the sailor, require that such a course should be pursued.—*Boston Mercantile Journal*.

**BALTIMORE AND OHIO RAILROAD.**—Passing through the heart of the Union, from the Atlantic to the rivers of the west, by the shortest and directest route, it will serve to bind those two sections of the country together in time of peace, and to render them invincible allies of each other in war. In casting our eyes around, to ascertain the means of defence which this nation possesses against foreign aggression, we have not accustomed ourselves to place reliance, either entirely or principally, upon the fortresses that crown upon our coast or borders, the navies that may ride in our seas, or the steam batteries that may protect our ports. European science and skill may dismantle the one—an angry storm may engulf the others—a secret midnight expedition may elude them all. The defence of the country, after all—its surest and safest reliance—must be the yeoman soldiery of the interior, who, although following the peaceful pursuits of agriculture, become, in time of war, its best and boldest defenders. Heretofore, in all our contests with a foreign enemy, they have been ever found ready to rush, with impetuous valor, to the protection of the sea-board. But, the difficulties of transporting their munitions of war have been such as to render their patriotic purposes frequently of little avail. The capital of the nation has been laid in ashes—the mansion of the President of the Union has been destroyed by an invading army—the archives of the Government have been burned or carried away—and one of the largest of the cities on the seaboard had been well nigh given up to sack and pillage—not because there was not courage or public spirit enough in the country to prevent it—not because there were not men and soldiers enough—not because there was any scarcity of the arms and munitions of war—but because the "bold yeomanry, their country's pride," could not reach, in season, the scene of ruthless desolation. Imagine, for a moment, that the Federal city were now threatened with attack by a fleet that had appeared at the mouth of the Chesapeake, and that a Railroad, like the Baltimore and Ohio Railroad, were finished, with all its perfect appointments, to the Ohio river. What an army would the requisition of the Commander-in-chief call from the valleys and mountains through which its iron lines would be stretched. What hosts would Pennsylvania and Ohio and Virginia and western Maryland and Kentucky and the young giants of the west send to the rescue! And with what celerity would their marches be performed! With what

fresh spirits and unfatigued limbs would they advance to the duty of proieting the soil of their nation from destruction! The imagination loses itself in a contemplation of the inappreciable interest which the country has in contemplation of this work, viewed merely as one of the delences of the nation.—*Baltimore Chronicle*.

#### TO MARINERS.

**NAUSET LIGHT.**—It may not be generally known to mariners that within the past year there have been erected, by order of the General Government, three stone towers or light-houses on the table land of Nauset, on the back part of Cope Cod, nearly midway between Cape Cod and Chatham lights. The object of these lights is to prevent shipwrecks, by warning the mariner of his proximity to Nauset Beach, a place on which many vessels have been lost; and three light houses have been erected, one hundred and fifty feet apart, to distinguish them from the single light on Cape Cod, or the lights of Chatham.

**CUSTOM HOUSE, NEW YORK, }**  
*Collector's Office, May 22, 1839.*

✶ The Light Ship off Stratford Point has again resumed her station. Her bearings are as follows, viz:

Oldfield light, S. by W., distance about	15 miles.
Stratford Point light, N. by E. distant	6 do
Black Rock light, N.W. 1-2 N. distant	15 do
Crane Neck, S.W. by S. distant	9 do
Mount Misery, S. by E. 1-2 E. distant	6 do
J. HOYT, Collector.	

#### FOREIGN INTELLIGENCE.

**FROM HALIFAX.**—We have received from our correspondent a file of Halifax papers, to the 9th inst. The Halifax Times of the 8th inst. mentions the arrival of the steam frigate Medea, last from Bermuda—adding while on her way from Havana to Jamaica she was fired into, at night, by a French man-of-war brig. One man was killed and several were wounded by the fire.

The French commander said that he mistook her for a Mexican. He apologized to Commodore Douglas, on discovering his error, and the apology was accepted.—*N. Y. Com. Adv., May 18.*

*From the Montreal Courier.*

H. M. ships Pique, Andromache, and Wanderer arrived at Halifax on the 5th instant, in 18 days from Jamaica, with the 8th regiment under the command of Lieutenant Colonel Ball. The corps appeared in a very healthy state.

H. M. ship Cleopatra arrived at St. John on the 4th instant, in 24 days from Plymouth, having on board a reinforcement for the 36th regiment, consisting of 134 non-commissioned officers, rank and file, with a due proportion of women and "little responsibilities," under the command of Captain Reeve. The other officers who came passengers in the Cleopatra, are Lieutenant Rothe, Ensigns Jennings and Butler, and Dr. Lloyd, surgeon—all of the 36th regiment.

The Cleopatra sailed again on the 9th for Halifax,

**FROM SOUTH AMERICA.**—By the ship Azelia, Capt. Fisk, at New York, the editors of the Journal of Commerce have received Rio Janeiro papers to April 9th.

The Brazilian Minister of War arrived at Rio Grande on the 21st of March, and proceeded soon after to Port Allegre. He took with him from Rio Janeiro, 400 men. A like number under Torres, had sailed for the same destination, a short time previous, and 320 more were to sail in a few days, making a total of 1120 men, sent or were about to be sent to reinforce the government troops in that distracted province. The entire province was in possession of the

insurgents, except Port Alegre and the town of Rio Grande.

**MONTEVIDEO AND BUENOS AYRES.**—Accounts from Montevideo, are to the 27th March. Affairs in that quarter remained in *status quo*.

The Journal of April 6th contains a long address of President Rivera to the people of the Oriental Republic, calling upon them to rally around the standard of the country, and march against their oppressors. [Entre Rios and Buenos Ayres.]

**RIO JANEIRO, April 8.**—As to the contest between Rosas (Governor of Buenos Ayres) and Fructosno (President of the Oriental Republic, of which Montevideo is the capital,) we have no news, except that war had been actually declared between the two countries.

**RIO JANEIRO, April 5.**—Much sensation has been caused by the news brought by the U. S. brig of war Dolphin, which arrived day before yesterday from Monte Video, [since arrived at New York.] that the French Admiral had ordered the seizure of two American vessels which were taking in cargo at Loberia Chica, a small port on the coast of Patagonia, under pretence that they violated the blockade which he had established, of the port of Buenos Ayres and the Rio de la Plata.

As the letters from Monte Video differ concerning this affair, we have endeavored to ascertain the facts, and from a person on whom we can rely, have learned the following particulars, the truth of which we will vouch for:

"The American brigs America and Eliza Davidson sailed from Monte Video with complete cargoes for Loberia Chica, on the coast of Patagonia, a port belonging to the Republic of Buenos Ayres, but not included within the limits of the blockade proclaimed by the French Admiral, of the port of Buenos Ayres and the shore of Rio Plata.

"These vessels arrived at Loberia Chica, where they found no French vessel of war,—discharged their cargoes, and began to load a cargo which had been sent them in wagons from Buenos Ayres. In the mean time the French corvette Pearl, which had been dispatched by Admiral Leblanc to capture the two American vessels, arrived at Loberia Chica, and seized them accordingly. She then took them into Monte Video, without flag, as prizes to the French squadron, for having infringed a blockade that never existed, either in fact or on paper.

"The consignees of the two American vessels demanded of the French Admiral their release, but he refused to comply, unless they would give him a bond to the amount of their value, that they would submit to the decision of the French Court of Admiralty in the case,—a proposition which the consignees at once rejected.

"The American Commodore immediately on receiving information of this infringement upon the rights of neutrals, addressed a communication to the French Admiral, protesting, in the strongest terms, against the proceedings, as not having been sanctioned by precedent, nor tolerated by the U. S. government, and demanding the immediate and unconditional release of the prizes. When the Dolphin sailed from Monte Video, 26th March, the reply of the French Admiral had not been received.

"The issue of this affair is awaited by the commercial community with much interest."

**VERA CRUZ, April 23.**—Sinister rumors are in circulation relative to the American frigate (Macedonian) which arrived here yesterday with a commodore on board. What the fact may be, we know not; we can hardly think it possible, but it is said that she brings new demands, and new threats, and also perhaps new tribulation.—*Journal of Commerce.*

*From Galignani's Messenger April 12.*

The council of the "Administration des Ports et Chaussees," has just decided that the Basin of the Florida, at Havre, shall be put in a fit state for the provisional reception of steamers of large dimensions, with a 63 feet sluice (about 70 English feet) at the entrance. For this measure the city of Havre has long been petitioning, in order that large steamers for the American packet service, may be established there,—the existing docks not allowing of the entrance of such steamers as the Great Western, Liverpool, &c.

The French steam ship *Veloce* arrived at Rochefort on the 31st of March, after a very boisterous passage from New York. The average run of this vessel is 192 miles a day, while that of the Great Western is about 215; the latter, however, consumes double the quantity of fuel. This is owing to the superiority of the arrangements on board the French ship for the use of the sails in a fair wind.

**LONDON, April 23.**—Various statements are current in the city respecting the prospect of hostilities in Egypt, which the Turks openly threaten. They declared intention is to invade Syria on the side of Aleppo, avoiding the passes fortified by Ibrahim Pasha. Accounts of the 26th ult., from Alexandria, the latest received, speak of the spirit of Mehemet Ali as unabated, and himself prepared for the contest. He told Colonel Campbell, the British Consul, in a conversation on the subject, that if the Sultan's fleet should put to sea, he would at once take the command of his own, and bring on, if possible, an engagement. The European Consuls were all on bad terms with the Pasha, who received with a very ill grace the propositions they had been inducted to make to him to surrender his late conquests and diminish his army and navy. His only reply had been, "That what he had won by the sword, he would keep by the sword." These accounts anticipate, if not immediate hostilities, an unsettled state of things in Egypt.—*Times.*

**LIGHT HOUSES ON SANDS.**—The London Nautical Magazine, for March last, contains an account of one of the most important experiments of the present day, which promises to give to the engineer a foundation as secure in the sea as he has hitherto enjoyed on the surface of the earth. The editors say that the insecurity of floating lights has been too manifestly productive of disastrous consequences not to call for a remedy; within the last month the Nore light was blown from her moorings; and the breaking away of the north west light of the Mersey is supposed to have led to the lamentable shipwrecks at Liverpool.

The spot selected for the experiment, by the corporation of the Trinity House, is on the verge of the Maplin sand, lying at the mouth of the Thames, about 20 miles below the Nore, forming the northern side of the Swin or King's Channel, where a floating light is now maintained. This spot is a shifting sand, and is dry at low water spring tides. The plan is to erect a fixed light house of timber framing, with a lantern and residence for the attendants. For this purpose, in August last, operations were commenced, to form the base of an octagon of 40 feet diameter, with Mitchell's Mooring Screws, one of which was fixed at each angle, and another in the centre; each of these are 4 feet 3 inches in diameter, attached to a shaft of wrought iron, about 25 feet long, and 3 inches diameter, and consequently presenting an immense horizontal resisting surface.

For the purpose, a stage for fixing the screws, composed of a raft of timber, 30 feet square, was floated over the spot with a capstan in the centre, which was made to fit on the top of the iron shaft, and firmly keyed to it. A power of 33 men was employed for driving the screws; their united labours, were continued, until the whole force of 30 men could scarce-

ly turn the capstan; the shafts were left standing about 5 feet above the surface of the sands. The fixing of the nine screws, including the setting out the foundation and adjusting the raft, which had to be replaced every tide, did not occupy more than nine or ten days.

This is the portion of the work hitherto effected, and its continuation will be proceeded in, when the proper season comes in the ensuing spring. Upon this foundation, the superstructure of timber is to be constructed, consisting of a principal post, strongly braced and secured with angle posts, made to converge, until they form a diameter, of about 16 feet at the top, giving the superstructure the appearance of the frustum of an octagonal pyramid; the feet of the angular posts and brace are well secured and keyed down to the tops of the iron shafts, and the whole is connected at top and bottom with strong horizontal ties of wood and iron. The entire height of the superstructure will be 30 feet above the top of the iron shafts; up to a point about 12 feet above high water mark, spring tides, the work will be open; the part above will be enclosed as a residence for the attendants: the centre and above this will be erected a room or lantern of about ten feet diameter, from which the lights are to be exhibited.

The interval that has elapsed since the screws were fixed has fully proved the security of them, which, although driven into sand, seem as if fixed into clay, and in this state they have remained since the summer.

**AMUSEMENTS OF THE GENERALS IN THE PRESENT SPANISH WAR.**—A writer in one of the London papers, who takes the side of Don Carlos, testifies to his humanity, and the Queen's cruelty, in the following fashion:

And yet my list, terrible as it is, forms but a poor and meagre selection from the black and barbarous catalogue which records the deeds of the Christinos for the last five years. I might refer, in proof of this, to the case of the Lieutenant Isidore de Ypina a prisoner in the depot of Barca (that is Zerbano, whom our journals delight to honour,) who by order of that chief was exposed for two hours every day to the hottest sun, stretched on his back and naked. In this condition he was attended by two corporals, who as often as the intolerable power of the sun compelled him to close or avert his eyes from its steady contact, struck him with the heavy stick with which they were armed for the purpose. I might, by way of contrast, revert to the fact that Zumalacarré, by order of his Royal master, returned a considerable number of Christiano prisoners, officers and soldiers, who had been wounded at Los Arcos, among their number a nephew of General Lorenzo, without any exchange or condition; and that on the same day, perhaps on the very hour, when Carlos was giving this generous order, the Christinos surprised the Carlist hospital of Yturu (in Navarre.) It contained thirty-seven soldiers under treatment for wounds gallantly received in battle; they pitilessly cut their throats and threw their bodies out of the windows—thus refusing the decency of burial to those to whom their previous barbarities had denied the succour of religion.

**DISCHARGING CLOUDS OF THE ELECTRIC FLUID.**—M. Arago has proposed a plan for discharging clouds, in case of storms, of the electric fluids which they contain, and thus prevent the frequent occurrence of hail storms, which, as is well known, are generally produced by two currents of clouds, charged with positive and negative electricity, crossing each other. It consists of an improvement upon Franklin's experiment of the kite, with which he obtained an electric spark from a cloud, and afterwards Dr. Romus of Neras, and Messrs. Lining and Charles produced electric flashes three and four feet in length. M. Arago recommends that a small bal-

loon, properly secured, armed with metallic points, and communicating with a rope covered with metallic wire, like a harp string, should be kept permanently floating in the air at a considerable height over the spot which it is wished to preserve from the effects of lightning or hail; and he expects that, by such an apparatus as this, a cloud might have its electric contents entirely drawn off, without any damage being caused, or that, at least, the intensity of a hail storm would be greatly diminished. The experiment is so simple that it is well worthy of a trial.—*Galignani's Messenger.*

## MILITARY INTELLIGENCE.

*Corps of Engineers*—Lieut. M. C. Meigs relieved from duty with the Board of Engineers, and ordered to report for duty at Philadelphia, to Lt. Col. D. Russy.  
*2d Dragoons*—Leave for 3 months, granted May 27, to Lt. S. B. Thornton, on Surgeon's certificate.  
*3d Artillery*—Leave for six months to Major S. Churchill.  
*4th Artillery*—1st Lieut. James H. Stokes, appointed Asst. Quartermaster, vice Washington, resigned.  
*3d Infantry*—Leave for 3 months to Lt. W. Martin, if his services can be dispensed with.

## NAVY.

### ORDERS.

May 21—Mid. C. W. Bennett, steamer Poinsett.  
 Act'g Mid. Julian Myers, W. I. squadron.  
 Boatwain C. Johnston, Rec'g ship, New York.  
 22—Lieuts. J. L. Ball, J. A. Davis, J. M. Gardner, and Sailmaker Geo. Thomas, steamer Poinsett.  
 Lieut. H. Moor, Navy Yard, New York.  
 24—Parser W. A. Slocum, Passed Mid. W. S. Smith, S. B. Thompson, and H. Waddell, steamer Poinsett.  
 Acting Mid. H. K. Stevens, W. I. squadron.  
 25—Chaplain P. G. Clark, Navy Yard, New York, vice C. S. Stewart, ordered to the Brandywine.  
 Lieut. H. Y. Purviance, leave 3 months, having just returned from the coast of Brazil.  
 P. Mid. W. S. Ringgold, Rec'g vessel, Baltimore.  
 25—Mid. M. B. Woolsey, Naval School, N. York.

### APPOINTMENT.

May 21—Charles Johnston, acting Boatwain.  
 U. S. VESSELS OF WAR REPORTED.  
 WEST INDIA SQUADRON—Frigate Macedonian, Capt. Kennon, bearing the broad pendant of Comm. Shubrick, and ship Ontario, Com'r McKenney, arrived at Pensacola, May 11, from a cruise down the Gulf.  
 Ship Levant, Com'n'r Paulding, arrived at Havana, May 10, from Vera Cruz.

### MARRIAGE.

In New York, on the 23d inst., by the Rev. P. S. CHANCEY, Capt. CHARLES O. COLLINS, of the U. S. Army, to Miss MARY E., daughter of WM. BAILEY, of Plattsburgh.

## DEATHS.

In Little Rock, Ark., on the 1st inst., after a severe but short illness, Dr. DAVID HOLT, a native of Virginia, aged about 50 years. Dr. H. was an officer of the regular army during the late war, and died possessing the reputation of a brave soldier, an able physician, and an honest man.

In Albany, on Thursday evening last, Gen. H. V. DE COUDRAY HOSLEIN, in the 76th year of his age; formerly a distinguished officer in the French army, but for the last eight years a resident of Albany.

*Another Patriot gone*—Mr. JACOB SAWYER, a soldier of the Revolution, died at Shellsburg, Bedford county, on the 10th inst., in the 90th year of his age. His remains were interred with military honors.

At York, England, aged 115, Mr. HENRY BROUGH. This patriarch was born of Dutch parents, at New York. He was formerly in the army, and was at the battle of Bunker's Hill. He also served in Holland, under the Duke of York.



## CAMBOOSE IRON.

NAVY COMMISSIONERS' OFFICE, May 8, 1839.

**PROPOSALS**, sealed and endorsed, will be received at this office until 3 o'clock, p. m. of the first day of June next, for furnishing and delivering at the Navy Yard, Washington, D. C., all the Plate, Bar, and Rivet Iron necessary in the construction of twelve cambooses for sloops of war of the 1st class, and ten cambooses for schooners; each camboose requiring the number and description of plates, bar, and rivet iron following, viz:

## FOR FIRST CLASS SLOOPS OF WAR.

*List of iron required for one camboose for a sloop of war of the first class.*

Plates.	Long.	Wide.	Thick.	Bar Iron for one camboose.
No.	ft.	ft.	in.	Bar. Length.
2 of 4	6	2	0	3-8
2	4	6	1	4
1	4	4	1	3-8
1	4	4	1	10
1	4	4	0	9
1	4	6	1	6
1	3	9	1	2
2	2	6	1	7
1	4	4	1	8
1	4	4	1	3
1	4	4	2	6
2	5	1	2	1
2	4	8	1	2
1	2	9	1	8
1	2	9	2	0
1	4	6	0	7
2	3	2	0	7
1	4	2	0	1
1	4	6	1	2
1	5	6	2	6

No. of ft. in.

3 of 11 0 4 in. wide, 5-8 thick.

2 9 0 1 3 4 do 1-2 do

7 10 1 4 square.

2 10 0 3 4 square.

3 6 0 11-8 round.

11 2 0 9 in wide, 3-4 thick.

112 3 0 31-2 by 1 1-2

1 10 0 7-8 round.

1 6 0 11 3 round.

Corner or Flanch Iron.

2 9 0 4 in. wide, 1-2 thick.

2 9 0 3 by 3-8

1 7 0 4 by 3-8

1 6 0 4 by 3-8

1 5 0 4 by 1-4

6 9 0 4 by 3-8.

2 8 0 4 by 1-2

200 pounds of round iron for rivets, 5-8 diameter.

26 plates.

26 plates.

The plate iron should be of the best quality, rolled exactly to thickness, sheared to the given size, and kept straight and level.

The bar iron, with the exception of the pieces marked H, to be rolled; the edges full and square. Those two pieces marked H, to be of hammered iron, and not rolled.

The flange iron to be rolled, and must bear to be swaged to a right angle lengthwise, without cracking.

The whole of the bar iron to be cut to the length, and no tails or raw ends left.

## FOR SCHOONERS.

*List of iron required for one camboose for a schooner.*

Plates.	Long.	Wide.	Thick.	Bar iron for one camboose for
No.	ft. in.	ft. in.	inch.	schooner.
3	3	0	2 1/4	Bars. Long.
2	3 5/8	1 8/16	1-4	No. ft. in.
2	3 3/8	1 8/16	1-4	5 6 0 3 in wide, 3-8 thick.
1	1 18	1 5/16	1-4	3 7 0 3 by 3-8
1	1 18	1 2 1/4	1-4	5 7 0 3 by 1-4
1	3 0	1 1/16	1-4	1 5 0 3 by 1-4
1	3 0	1 0 1/4	1-4	2 6 0 2 by 1-4
1	3 1	1 0	1-4	1 5 0 1 3/4 by 3-8
1	2 6	9	1-4	1 6 0 1 1/4 by 3-8
1	3 6	1 2	1-4	4 6 4 1 inch square.
1	3 4	10	1-4	3 5 6 8 square.
1	3 10	2 1	1-8	2 6 6 4 round.
1	3 0	1 7	1-16	60 pounds of half inch round iron
1	3 0	1 7	3-8	for rivets.

18 plates.

The above plate iron to be of the best quality, rolled exactly to thickness, sheared correctly to the size, and kept straight from the shears.

The bar iron to be rolled, with square edges; all the flat iron must bear to swage to a right angle lengthwise, without cracking; to be cut to the proper length, and no tails or raw ends left.

All the aforesaid camboose iron must be of American manufacture, and free from flaws, cracks, and all other defects.

On delivery, the said camboose iron will be submitted to such test as may be necessary to prove its good quality and conformity to the schedules, which will form a part of the contract, under the directions of the commanding officer of the navy yard, Washington, D. C., and must be entirely to his satisfaction, or it will be rejected, and the contractor or his agent will be required to remove it from the navy yard without delay.

Ten per centum will be withheld from the amount of each delivery made, as collateral security, in addition to the bonds to be given to secure the performance of the respective contracts, which will in no event be paid until the contracts are complied with in all respects.

Ninety per centum will be paid within thirty days after bills for the said iron shall be approved and presented to the Navy Agent.

May 9—td

## CAMBOOSE IRON.

NAVY COMMISSIONERS' OFFICE, May 16, 1839.

**THE** Camboose Iron required by the advertisement from this office of the 8th inst., is to be delivered as follows, viz:

One-third of the quantity required for each class of vessels to be delivered by the 1st Sept. next;

One-third by the 1st December next; and

One-third by the 1st May, 1840.

May 23—2t

**MILITARY AND NAVAL SERVICE.**—Just imported direct from London, and this day received for sale by F. TAYLOR, Bookseller, Washington, the following new works on Naval and Military Science, most of which contain many engravings:

Naval Routine, by Lt. Fordyce, Royal Navy, 1 vol  
Military Surveying, Reconnaissance, &c. by Major Basil Jackson, Royal Staff corps  
Modern Fortification, by Lt. Col. Humphrey, Royal Artillery, 1 vol  
Wellington's Despatches, 12 vols  
The Constitution and Practice of Courts Martial, by Capt. Simmons, Royal Artillery  
Glascock's Naval Officer's Manual, 2 vols  
Engineer's Pocket Book for 1839  
Transactions of the Corps of Royal Engineers, 2 vols.

quarto  
Lieut. Col. Hawker on Fire Arms  
The King's Regulations and Orders for the Army  
The Manufacture and Proof of Gunpowder, by John Braddock, Commissary of Ordnance  
Griffith (Capt. Royal Navy) on Seamanship  
Tredgold on the Steam Engine and Steam Navigation, 2 vols, quarto  
Capt. Sir John Ross on Steam Navigation, as connected with naval warfare, 1 vol, quarto  
Belcher on Marine Surveying  
Robson's Marine Surveying  
Mackenzie's Marine Surveying  
British Nautical Almanac for 1842: (1843 shortly expected)

Bruff's Engineering Field Work  
Col. Pasley (Royal Engineers) on Geometry and Plan Drawing, being the first volume of a course of military instruction

Last edition of Clerk's Naval Tactics  
Sir Howard Douglas on Naval Gunnery  
Sir Howard Douglas on Military Bridges, &c.

And many other valuable works of the same class, received in former importations

Also, all the new, as well as most of the known valuable standard works on Geology, Mineralogy, Engineering, Architecture, Practical Mathematics, &c. &c. both English and American, in all their various branches, all at the lowest prices.

\*.\* Books, Stationery, Mathematical Instruments, &c. &c. imported to order from London and Paris; also the United Service Journal and other Periodicals.

\*.\* Daily expected, "Magrath's Progress of the Art of War," "James on Courts Martial," "Mitchell's thoughts on Tactics," &c. &c. and what other military and naval works may have been published in the interim in England.

\*.\* Orders by mail carefully attended to.  
May 23—3t

A REAL CREMONA VIOLIN for sale at this office and a case with it, if required. It was manufactured by John Carol Klotz, in Mittenwald, An. 1767, may be depended upon as genuine, and is said to be well calculated for the leader of an orchestra. Terms made known on application.

April 23—3t

# ARMY AND NAVY CHRONICLE.

Published by A. B. Claxton & Co., at \$5 a year, payable in advance.

VOL. VIII.—No. 23.]

WASHINGTON, THURSDAY, JUNE 6, 1859.

[WHOLE No. 231.]

## MISCELLANY.

*From Cooper's Naval History.*

### INTRODUCTION.

As in a single life man passes through the several stages of his physical and moral existence, from infancy to age, so will the American of the present generation, witness the advance of his country, from the feebleness, doubts and caution of a state of conscious weakness, to the healthfulness and vigour of strength. So rapid, however, have been the transitions, that opinion has not kept pace with the facts of the country. Thus it is that we so often find even statesmen reasoning on the policy of the republic, after the manner of their youth, in apparent ignorance of all the important changes that have occurred within the last forty years; for, to adapt the argument to the level of circumstances, in a country like this, requires a mind of incessant activity, and one accustomed to reason in advance, rather than in the rear of events.

In no great interest connected with the welfare of the United States are these truths more apparent, than in all that relates to the navy. While those who have reflected, have clearly foreseen that the republic must assert its place in the scale of nations, defend its territory, and maintain its rights, principally by means of a powerful marine, all are compelled to acknowledge that the growth of this branch of the public service has been slow, uncertain, and marked by a policy as timid as it has been fluctuating. Three several times did the national legislature authorize the construction of vessels of force, before they were built; and they were finally put into the water at a period when they could not be rendered available against an enemy. Thirty years since, the opinion that there was something unsuited to American policy, in the employment of two-decked ships, appears to have been as general in the country as it was erroneous. Because the nation had recently been too feeble to employ agencies that implied so much force, it was secretly lanced that the obstacles were permanent. In other words, opinion had not kept an even pace with facts.

It has long been confessed that America possessed every qualification for the creation of a powerful navy, but men and money. The necessary skill, the required aptitude for sea service, and the other requisites have always been admitted; but it has been asserted that neither the finances nor the population would allow of the drain on their resources, that is unavoidably connected with a strong marine. The two deficiencies, if they actually existed, would certainly be fatal.

In the years 1812, 1813, and 1814, the republic spent considerably more than \$30,000,000, on its current military operations, without reference to the large sums that were subsequently paid on the same account. This war lasted but two years and eight months, and during the first season its operations were very limited. Thus \$30,000,000 were paid on account of military charges, in the two years of peace that immediately succeeded, making a total of \$39,000,000. It is known that even this large sum falls materially short of the truth. During the same five years the money expended on the navy amounted to only \$34,000,000, although the peculiar nature of the service on the lakes involved an enormous and an unusual expenditure, and a war with Algiers occurred, during which the country maintained afloat a much larger force than it had ever previously employed. In addition, the greatest part of this expenditure was the cost of new construc-

tions. It follows, that America expended nearly two dollars on her army, and its military operations, in the war of 1812, for every dollar expended on her navy, including the expense of building most of the costly vessels of the service. Had the fact been precisely reversed, it is probable that the proportions required by true policy would have been better observed, and there can be but little doubt that the country would have reaped the advantage, for no serious invasion of America will ever be attempted in the face of a strong fleet, after the country shall be provided with docks and arsenals, by means of which accidental reverses can be remedied. By dividing the large sum expended on the army and navy, between the years 1812 and 1816, inclusively, \$40,000,000 would have fallen to the share of each branch of the service, which would have given \$8,000,000 a year to the navy. This sum would be amply sufficient to maintain a force of twenty sail of the line, with a suitable number of small vessels, to cruise in company. Against such a fleet, no European power could have attempted an invasion of a coast so distant from its own resources.

This is an outline of the facts of 1812. Those of the present day in no degree impair the principle, though the introduction of steam may modify its application. Nor can it be objected that these statements are liable to the deductions which practice is usually found to make in estimates, since they are, in truth, results and not premises. The only departure from a known fact, is to transfer a portion of the actual current expenditure of the country, a quarter of a century since, from one branch of its public service to another.

It may be taken as a rule, that wherever there is money, men will not be wanting. But the Government of the United States has never resorted to the most obvious means of manning a large marine. Until the effort is properly made, it is weak to assume the impossibility of the measure. The number of actual seamen, necessary in a large ship, is much smaller than is commonly supposed, and it is probable that there was not a moment, during the year 1814, when the public and private armed vessels of the country did not contain people enough of all sorts, with a proper addition of landsmen, to man a fleet of sufficient strength to have swept the American seas. The impressed American seamen, who were put into the prisons of England, after the declaration of war in 1812, would, of themselves, have furnished nearly all the petty officers and seamen of ten sail of the line; and had only these ten sail of the line existed a few years previous, it is probable not one of these men would have been the subject of the outrage by which he was deprived of liberty. Whenever the Government of the United States shall be engaged in a war with any great naval power, and shall see fit to withhold commissions from privateers, granting, at the same time, the proceeds of all prizes to the officers and men of their public cruisers, it will be found that adventurers will not be wanting. In the contest of 1812, the vessels of war were directed to destroy the ships they took, because the enemy was known so clearly to infest the coast, that it was almost impossible to get a prize in, whereas a strong force would put an end to all sorts of blockades. Most of the prizes taken by Capt. Porter in the Pacific, and which made the attempt to get to Valparaiso, traversed the immense distance between Valparaiso, or the Marquesas, and the American coast in safety, to fall into the hands of their enemy, when a few days, or a few hours, run from port. It should be remembered that, in political

measures, as in all the other interests of life, weakness is the parent of misfortune; while the results of energy and force are in an arithmetical proportion to their means. There can be no reasoning more unsound, than to assume that the consequences of a defective policy are to be taken as the premises of a wise policy.

A careful review of these facts and principles must satisfy all who study the subject, that the United States of America have never resorted to the means necessary to develop, or even, in a limited sense, to employ their own naval resources. As a consequence, they have never yet enjoyed the advantage of possessing a powerful marine in a time of war, or have felt its influence in sustaining their negotiations, and in supporting their national rights, in a time of peace. As yet, the ships of America have done little more than show the world what the republic might do with its energies duly directed, and its resources properly developed, by demonstrating the national aptitude for this species of warfare.

But the probationary period of the American marine is passing away, and the body of the people are beginning to look forward to the appearance of their fleets on the ocean. It is no longer thought there is an unfitness in the republic's possessing heavy ships; and the opinion of the country, in this as in other respects, is slowly rising to the level of its wants. Still many lingering prejudices remain in the public mind, in connexion with this all-important subject, and some that threaten the service with serious injury. Of these, the most prominent are, the mode in which the active vessels are employed; a neglect of the means of creating seamen for the public service; the fact that there is no force in commission on the American coast; the substitution of money for pride and self-respect, as the aim of military men; and the impairing of discipline and lessening the deference for the justice of the state, by the denial of rank.

Under the present system of employing the public vessels, none of the peculiar experience that belongs to the higher objects of the profession is obtained. While ships may be likened to regiments, as regards the necessity of manœuvring together, there is one important feature in which they are totally dissimilar. It may be pretty safely thought that one disciplined regiment will march as far, endure as much, and occupy its station as certainly as another; but no such calculation can be made on ships. The latter are machines, and their qualities may be improved by human ingenuity, when their imperfections have been ascertained by experiment. Intelligent comparisons are the first step in this species of improvement.

It will be clear to the dullest mind, that the evolutions of a fleet, and, in a greater or less degree, its success, must be dependent on the qualities of its poorest vessels; since the best cannot abandon their less fortunate consorts to the enemy. The naval history of the world abounds with instances, in which the efforts of the first sea captains of their respective ages have been frustrated by the defects of a portion of the ships under their command. To keep a number of vessels in compact order, to cause them to preserve their weatherly position in gales and adverse winds, and to bring them all as near as possible up to the standard that shall be formed by the most judicious and careful commander, is one of the highest aims of naval experience. On the success of such efforts depend the results of naval evolutions more frequently than on any dexterity in fighting guns. An efficient fleet can no more be formed without practice in squadrons, than an efficient army without evolutions in brigades. By not keeping ships in squadrons, there will also be less emulation, and consequently less improvement.

Under the present system, three principal stations are maintained: two in the Atlantic, and one in the

Mediterranean. On neither of these stations would the presence of a vessel larger than a sloop of war be necessary, on ordinary occasions, provided a force of heavy ships could periodically and unexpectedly appear on all. It is seldom that a single ship of the line is required on any service, and it is certain that a solitary two-decked vessel could have no great influence on those important interests which it is the practice of the few of Christendom to refer to the agencies of fleets. By putting in commission six or eight two-decked ships, and by causing them to appear, from time to time, on all the more important stations this side of the two great southern capes, the country, at no material additional cost, would obtain the several objects of practice in fleets, of comparative trials of the qualities of the most important class of vessels in the navy, of a higher state of discipline, and of a vast improvement in the habits of subordination, on the part of commanders, a defect that all experience shows is peculiar to the desultory mode of service now in use, and which has produced more naval disasters in the world than probably any other one cause. In a word, the principal ends of a navy can no more be obtained by the services of single ships, than wars be decided by armies cut up into battalions. Small vessels are as indispensable, for lower schools of practice, as company drills in an army; but squadrons alone can produce the highest class of officers, the steadiest discipline, or the desired objects.

In addition to this neglect of accustoming the service to the use of the particular sort of force necessary to render a marine effective for great ends, the history of the world cannot probably supply a parallel to that forgetfulness which the American Government has manifested of all the known incentives of human exertions, in the management of the navy. A portion of the inducements that, under other forms of government, are freely used for this purpose, under a system like that of the United States, are necessarily withheld, as they are believed to be opposed to the governing principles of the institutions. To this class of incentives belong all those rewards that are connected with personal and hereditary social rank. That the power to confer honors of this nature is a vast increase to the influence of a government, is incontrovertible; and in discarding it for objects that are thought to be of still greater importance, the utmost care should be taken not to neglect its substitutes. The man who refuses to adopt remedies that he believes united to his constitution, is discreet; when he carries his system so far as to forget to look for others to supply their places, he becomes careless and culpable.

Next to personal reputation, military rank is the highest stimulus of a military life. Its possession enters into all the day dreams of the young aspirant for fame and honors; is inseparable from self respect, and is indissolubly connected with discipline. With these indisputable truths in full view, they who have had the care of graduating and regulating this important interest, for the American marine, have simply selected that part of the system of the mother country that did not conflict with popular institutions, without advertent to its fitness for the peculiar state of things to which it was to be applied. This was like rejecting the heart of the fruit because it was unhealthy, and carefully preserving the rind. But a few explanations will render our meaning more clear.

The nature of the English Government is no secret. A territorial aristocracy, promotion, in both the army and the navy, is the inevitable fruit of favor, or of personal power. In the army, the mode of purchasing rank has been adopted, by means of which the affluent are at all times enabled to secure the most desirable stations for their children; but, professional knowledge being indispensable to a sea-officer, a different plan was introduced into the ma-

rine. According to this system the name of a boy was entered on the books of a ship, and after he had been thus rated a certain number of years, it was competent for the admiralty to raise him, at pleasure, as high as the rank of captain, when his career became more regular. As this rank of captain, however, afforded most of the opportunities for acquiring reputation and money, it was the first-great object of all aspirants, and it suited the policy of such a form of government to make the intermediate steps, between the condition of probation, and that when the officer obtained his permanent relative rank for life, as few as possible. Thus were found in the British navy but two commissions between the midshipman and the captain: that of a lieutenant, and that of a master and commander. When the narrow and political system under which these probationary ranks were established were in full activity, the sons of men of influence often passed through the stations of lieutenant and master commandant in two or three years. Nothing was more common than to find captains in command of frigates, who had served but eight or ten years in the navy, with lieutenants to take charge of their ships, who had passed double the time under that one commission alone.

Although this system, so far as the regulation of the ranks is concerned, was adopted entire into the American service, nothing can be more unsuited to our state of society, to policy, and to the actual wants of the navy. For many years, all the promotions of the American marine were limited to three! Even at this day, with full experience of the evils of a system of incentive so meagre, and of a concentration of rank so destructive of self-respect and discipline, the life of the American naval officer is cheered by only four promotions, two of which are little more than the changes that nature herself demands, by transferring the officer from the duty of a boy, to duty more becoming a man.

He who lives without the inspiring view of preferment constantly before his eyes, literally lives without hope, and necessarily without ambition. It is a singular fact, that in a country where so many social consequences of the last importance are justly traced to the elasticity of a hope of advancement that is denied to no American, this cruel neglect should have been manifested to the interests and character of a branch of the public service which all admit to be of the last importance. As events are stronger than the human will, the evil consequences of this indifference to the feelings and rights of the navy, are easily to be traced; facts having forced from the Government substitutes for the legitimate incentives of military life, that are dangerous to the military character. Money has been made to supply the place of ambition, and a new pay-bill is thought to be a sufficient corrective of all the evils of a great moral neglect, and of a not-crying injustice!

It is time that America began to think for herself on a subject as important as that of her marine, and to frame a system of discipline and incentives, of resources and practice, better suited to her political, social, and moral condition, than the factitious and exclusive state of things which has so long served her for a model. Personal influence availing nothing in procuring promotion in the American marine, all its officers are obliged to pass through the same stages of probationary service, and with the exception of the cases in which the expediency of rewarding success prevails, each individual is obliged to pass an equal portion of his life in the same rank. A wise policy would impress the Government with the importance of adding as many stimulants to this period of professional life as comports with convenience; but an examination of facts will show that, while practice has exacted concessions to necessity, the opportunity of adding the incentives of promotions has been strangely neglected. Thus it is that we find the lower ranks of the service separated in practice, by

stations unknown to the laws, while the commission is withheld from the individual who temporarily performs the duty.

It is not easy fully to impress on the minds of civilians the immense results that are dependent on a due division of military rank. The commission, which represents the power of the state, in a short time gets to be the substitute for personal qualities, and produces that prompt and nearly passive obedience which are indispensable to the success of military movements. The common man, or officer, who at any moment is required to risk his life under the orders of another, has need to strengthen his habits of submission by all the auxiliaries which human ingenuity can devise, without injustice. To prevent a sort of abject dread, nations have introduced the substitute of respect. Equality of rank is uniformly destructive of subordination, and it should be one of the aims of a wise administration of the navy to place in a ship as many different grades of officers as may comport with simplicity and convenience. A regiment has always six, and sometimes seven, distinct classes of commissioned officers in its fighting department; and there is no reason why a ship should not be equally well protected against the evils of insubordination, though it is usual to limit the number to three.

The moral effect of a frequent recurrence of promotions, also, is incalculable. Each step is an incentive to exertion and improvement, and a corrector of habits. When young men, in particular, are condemned to pass fifteen or twenty years in the same rank, the spirit grows weary, the character loses its elasticity, the ambition is deadened, and the duty that, with a proper attention to those details, might be rendered attractive, becomes monotonous and discouraging. By minute divisions of rank, those personal sensibilities which are apt to seek relief in personal quarrels, are assuaged by the habitual deference that is paid to the commission. The whole history of the navies of the world furnishes very few instances of duels between sea officers of different ranks, while, unhappily, too many cases may be found of meetings between equals.

While the American equiva, without the same motive, has adopted the naked system of the English, for the inferior stations of the marine, it has stopped at the rank of captain, where, in truth, the great incentives and rewards of the British navy really commence. In England, while there are only two commissions below that of captain, there are nine superior. In addition to these different military commissions must be enumerated several professional dignities, with the incentives offered by knighthood and social rank.

The rank of a captain in the navy never can be a sufficient inducement to attract the highest talents, in a country in which every species of preferment is open to competition. Hope has, hitherto, kept the service together, the want of fleets furnishing an apparent apology for trusting to the future. To pretend, however, to manage fleets with officers of the same rank as the commanders of single vessels, infers as great an absurdity as to pretend to manage ships with no other rank than that of a midshipman. There is, indeed, a greater connexion between rank and discipline, as applied to fleets, than between rank and discipline, as applied to ships. In the latter case, there is the constant personal inspection of the superior to aid authority; while, in the former, obedience arises purely from deference to the commission, and the obligations of duty. It is as much the nature of man to pay respect to the instructions of one clothed with an authority superior to his own, as it is to cavil at the opinions and instructions of his equals. It is idle to expect the implicit and confiding obedience on the one hand, and the self-relying exercise of authority on the other, that are indispensable to certain and combined military opera-

tions, without imparting to the superior all the power that habitually attaches itself to the possession of professional rank.

There is a necessary denial of some of the cheapest and most available incentives to public service, in republican forms of government. Personal rank is withheld, on a general and wise principle; but to increase this comparative feebleness, by denying professional rank, is to add wilfully to those peculiar defects of a political system, that wisdom would teach us to repair by all practicable means. It is a rule of morals, that a high class of service must meet a high scale of rewards, and that a low scale of rewards will produce a low class of service.

In addition to the considerations of policy, come the claims of justice. There is no stronger hold on the services of its citizens, than a perfect reliance on the justice of a state. It is the quality that most binds a man to his country; which most elevates that country in the eyes of the world; which, in truth, renders it the most worthy of respect, obedience, and love. If the community that ceases to protect the characters, persons, and property of its members, loses all moral claim to their allegiance, so does the state that denies the rewards due to its servants, weaken its right to expect extraordinary and profitable exertions. It may, moreover, be laid down as a safe rule, that the military man who does not desire military rank, is deficient in that generous ambition which courts responsibility, and is willing to encounter danger.

The claims of justice cannot be dispensed with, in the case of the navy, with the same impunity as in most other instances connected with the public service. Seamen go abroad; they appear in their professional stations before the observation of foreign states, and are placed in constant contrast with the servants of other systems. Republicanism itself is brought into dispute, in denying the just rewards of long services to officers, by attaching to it the weakness of a neglect of incentives, an ignorance on the subject of the general laws of discipline, and the odium of injustice. It is by forgetting the latter quality, more through the indifference of a divided power, than from any other cause, that republics have obtained their established character of being ungateful. They are ungrateful because they neglect those means of security that are connected with a just system of rewards, which other states respect from apprehension.

The necessity of creating higher rank in the navy, on account of its influence on other services, more especially when acting in concert with American fleets, has often been pointed out. The answer to this practical argument, has usually been a high pretension in behalf of the republic to act agreeably to its own policy, and a right to insist that any notion of superiority that it may choose to attach to the station of a captain in its own navy, shall be recognised by the agents of other governments. This extravagant idea can be supported by neither usage, reason, nor common sense. In the first place, all international questions should be settled by the general consent of states, and not by the peculiar policy of any particular community. As well might America pretend to say that its *chargé d'affaires* shall have the rank of ambassadors at foreign courts, as to say that its captains under any circumstances, shall have the rank of admirals on foreign stations. It is true, a nation has a right to say that a rank equivalent to that of an admiral shall exist in its marine, under another appellation; but it has no right to say that a rank recognised by itself as merely that of a captain, shall be entitled to receive the honors and to claim the authority of an admiral, among other people. The usages of nations must control this interest, as well as all others that equally affect different states; and as there is nothing new, or peculiar, in captains occasionally commanding squadrons, under the tempo-

rary title of commodores, among all the naval powers of Christendom, other people may object to America's attaching a new importance to an old commission. The pretension might as well be set up in behalf of a lieutenant as in behalf of a captain; and foreign services will be as likely to object to the one as to the other. It is no answer to say that we attach the consideration of an admiral to the commission of a captain, since the fact is not so. If it were, the question would be altogether unworthy of controversy, for it would be a discussion merely about a name. If a captain were in reality an admiral, there would be no sufficient reason for calling him a captain, since it would be rejecting all the moral aid that is associated with established language, without a corresponding object. There can be no more certain sign of the ignorance of a people, or of their unfitness of self-government, than the practice of confounding the substance with the reality, and an enlightened nation should not hesitate to use the name when it possesses the thing. Other people have a right to insist on this frankness, as it is the simplest means of preventing mistakes, and is answering the plainest ends of language. He is no friend of liberty who is not the friend of sincerity; and the politician who is afraid of simplicity and frankness, manifests his distaste for truth.

Without gradations in military rank there would be no subordination or discipline. There can be no equality in an army or navy. One must always command, and the rest must obey. It is true it might be possible to establish a system by which all the officers of a fleet should have the same military rank, commanding according to seniority; but no good could come of it. In the first place, the appellation would not, at once, indicate the relative station of the individual, as at present, and much would be lost in time and simplicity. There would be no general rule by which to regulate pay and emoluments, and the laws to this effect would become complicated and difficult of interpretation. Foreigners would not know whom to address as the superior, and whom to address as the inferior; nor would the government of the country itself be able to understand its own arrangements, without a constant recurrence to records and registers. There is the same reason for calling the commander of a ship a captain, as there is for calling its disbursing officer a purser, and its medical officer a surgeon. These terms explain their own meaning, which is one of the great ends of language. What is true of a captain is equally true of an admiral. The substitution of the term commodore for that of admiral is liable to the same objection as the substitution of the term lieutenant for that of captain. It does not mean what is expressed. A commodore fills a brevet rank of the highest utility, for it enables the government to avail itself of the peculiar talents of an active partisan captain, by detaching him for temporary service, with a small squadron, usually of light ships, placing it in the power of those who control naval movements, to overlook seniority, in the search of peculiar merit. He exists as a beneficial exception, and in converting the rank into the rule, an authority that is highly useful to the department is lessened. Admirals are as necessary to fleets as captains to ships. The thing must exist, under some appellation or other, and if the old term brings with it additional dignity, respect, authority, and adds fresh incentives to exertions, it is utter imbecility to discard it. There is no more fitness in calling the commander of a fleet a captain, or even a commodore, than in styling the first magistrate of the republic a justice of the peace.

It is often asserted that the superior ranks have been withheld from the American marine because there exists no corresponding military titles in a community that is sensitively jealous of every appearance of superiority. Generals can be tolerated.

because generals abound in common life; but admirals will not be tolerated, because admirals cannot argue before courts, and hope to escape ridicule. This, indeed, would be subjecting the policy of a great nation, and that, too, in one of its highest interests, to the envious and absurd feelings of a village rivalry. The objection is unworthy of a reply, and that it is false, is proved by the excessive number of another peculiar rank that does actually exist, the navy fast tending towards becoming a service of commodores! Indeed, one of the evils of withholding the superior rank of admiral, is the disposition it creates to convert the brevet and peculiar station of commodore into a permanent and common station, defeating its object.

The propriety of adopting for the navy a brevet rank, corresponding with that of the army, has been frequently discussed, and, in one instance, it was seriously recommended to Congress by the department. While there is a peculiar fitness in an American army's receiving brevet rank, it is a mode of preference entirely unsuited to all navies. The American army is unavoidably broken up into small detachments; commands of companies, where brevet rank becomes available; but the lieutenant who held the brevet rank of commander, would still be obliged to act as a lieutenant, since ships' companies must be entire. The acting appointments that now exist are the best substitutes for brevet rank in a marine, if it be thought they ought not to be replaced by commissions.

The necessity of possessing a powerful marine appears now to be generally conceded. While all parties are ready to admit the expediency of creating a formidable naval force, however, there is a division of sentiment as to the method and the means. Those who reason for the future from the past, are disposed to limit the national efforts, should another war occur with England, to predatory hostilities directed against her commerce; while the bolder and more original thinkers believe that the time has come when America is as fully able to protect all her interests at sea, as any other naval power of Christendom. They contend that nothing is wanting but the will, and the necessary preparations.

There is an opinion becoming prevalent that the use of steam will supersede the old mode of conducting naval warfare. Like most novel and bold propositions, this new doctrine has obtained advocates, who have yielded their convictions to the influence of their imaginations, rather than to the influence of reflection. That the use of steam will materially modify naval warfare, is probably true; but it cannot change its general character. No vessel can be built of sufficient force and size to transport a sufficiency of fuel, provisions, munitions of war, and guns, to contend with even a heavy frigate, allowing the last to bring her broadside to bear. It may be questioned if the heaviest steam vessel of war that exists could engage a modern two-decked ship even in a calm, since the latter, in addition to possessing much greater powers of endurance, could probably bring the most guns to bear, in all possible positions. Shot-proof batteries might indeed be built, that, propelled by steam, would be exceedingly formidable for harbor defence, but it is illusory to suppose that vessels of that description can even be made to cruise. Even in estimating the power of steam vessels in calms, as opposed to single ships of no great force, there is much exaggeration, as historical facts will amply prove. The wars of this country afford several instances of frigates carrying eighteen pounders, lying exposed to the cannonade of fifteen or twenty gun-boats, for two or three hours, and yet, in no instance, has any such vessel been either captured or destroyed. It is a heavy sea-steamer that can bring six guns to bear at a time, and yet frigates have resisted twenty guns, advantageously placed, for hours. It may be said, that steamers would dare

to approach nearer than gun boats, and that, by obtaining more favorable positions, they will be so much the more formidable. There is but one position in which a ship can be assailed, without the means of resistance, and that is directly ahead, and from a situation near by. Large ships can hardly be said to be defenceless, even under these circumstances; as the slightest variation in their position, would always admit of their bringing three or four heavy guns to bear. The expedients of seamen offer a variety of means of changing the direction of a ship's head in calm, even did not the sea itself perform that office for them. Nothing, for instance, would be easier than to rig, temporarily, wheels to be propelled by hand, out of the stern or bow ports, or even on the quarter, that would bring a large ship's forward, or after guns, to bear, in a way to beat off, or destroy, a steamer.

There are certain great principles that are unchangeable, and which must prevail under all circumstances. Of this class, is the well established fact, that a ship which possesses the efficiency which is contained in the double power to annoy and to endure, must, in all ordinary circumstances, prevail over a ship that possesses one of these advantages, and that too, in a smaller degree. Steam may be, and most probably will be, made a powerful auxiliary of the present mode of naval warfare, but it is by no means likely to supplant it. Fleets may be accompanied by steamers, but their warfare will be conducted by the present classes of heavy ships, since it is not possible to give sufficient powers of annoyance, or endurance, to vessels propelled by steam, to enable them to lie under the batteries of the latter. Even as active cruisers, the efficiency of steam vessels is probably overrated, on account of the consumption of fuel, though it remains to be proved by experience whether their employment may not induce a change in the armaments of light vessels of war. The history of the war of 1812, shows that ships have often cruised months without having fallen in with convoys, and it is certain that no steamer, in the present state of science, can remain at sea thirty days, with efficiency as a steamer.

In a word, while the introduction of steam into naval warfare, will greatly modify maritime operations, it is, by no means, likely to effect the revolution that is supposed. In those portions of the art of seamanship that it will influence, steam will meet steam, and, in the end, it will be found that the force of fleets will be required in settling the interests of states, as to-day. Perhaps the greatest agency of this new application of steam power is yet to be seen in the adoption of an invention of an officer of high rank in our own navy, that of the steam-prow. For the purposes of harbor defence this idea promises more than any other, though it is by no means certain that the resources of seamen may not yet discover the means of resisting even this threatened means of destruction.

Another of the provisions necessary to the efficiency of a marine, that has been neglected by the American Government, is the construction of dry docks. It is hardly exceeding the bounds of a just discrimination to say that the state which possesses a fleet of twenty heavy ships, with a sufficient number of dry docks, is better provided with the means of carrying on an active and vigorous naval war, than the state which may possess double the number of ships, and no dry docks. Indeed, a constant examination of the copper of vessels, to say nothing of injuries received in battle, is necessary to sailing well; and, as has been said already, a fleet composed of vessels of unequal qualities, is at once reduced to the level of its poorest ships. The great extent of the American coast requires an unusual provision of this nature. Crippled vessels are compelled to make the first port, and no important naval station should be

without at least one dock capable of receiving any thing that floats.

The consideration of all these subjects will teach any reflecting man how little has yet been done for this great national interest, through the agency of foresight, precaution, and wisdom, while so much has been done by circumstances.

*From the National Intelligencer.*

OUR NAVY.—Few readers, probably, of the present day are aware what a change in public opinion has taken place in less than half a century as to the necessity of an efficient navy for the protection of the coasts and commerce of the United States.

In looking into a file of Philadelphia papers for the year 1794, we came across a warm debate which took place in the House of Representatives of the United States in February of that year, on a proposition for building four vessels of 44 guns and two of 20 guns, in order to protect our merchant vessels against the attacks of the Algerines, who had recently not only committed repeated depredations on our commerce, but had seized and carried into slavery a large number of our citizens; and, to our surprise, found that the measure was carried by a majority of *two votes only*. Indeed, but for the animated zeal and ability with which the bill was advocated by the lately deceased Gen. Samuel Smith, who had just become a member of that body, it is likely this movement toward a Navy Establishment would have failed altogether.

Such of our readers as are not already acquainted with the facts, will doubtless be curious to know on what grounds the measure was opposed. We will state the principal reasons assigned:

1. The vast expense which the building and fitting out of this small fleet would subject the country to.
2. That if these vessels were built, a Secretary of the Navy, and a swarm of other officers, must be employed.
3. That, as it was supposed the Algerines would be aided by the British Government, this fleet would prove insufficient for its avowed objects.
4. That it would be cheaper to purchase a peace of the Algerine, or to pay a tribute to the Portuguese Government to fight the Algerines in our behalf, than to fit out a squadron for the purpose.
5. That the Government of Great Britain, whose Minister, it was argued, had the power of preventing the aggressions of the Algerines, could be more effectively induced to this course by commercial regulations, and increased duties on the importation of her manufactures, than by a few armed vessels.

Strange as some of these arguments may now sound in the ears of our readers, this is a true story of some of the objections which had nearly defeated the first step taken under the Constitution towards the construction of a naval force.

*From the Columbia S. C. Telescope.*  
AN INTERESTING REVOLUTIONARY DOCUMENT.

We have never seen the following document in print, which we now publish from the original manuscript in the possession of a gentleman of this town. It gives us an account of a brilliant affair in our Revolution, drawn up at the time by the chief actors in it, and expressed in the plain strong style that belonged to the period. This, with very many other battles in the South, have never attracted the applause, or attained the historical notoriety, which have attended the Revolutionary incidents of similar magnitude in other quarters; and, indeed, so much more has been written concerning the Revolutionary incidents of the North, and so much more been done by the people and the States in that section to commemorate and signalize them, that the present generation in the neighborhood of Cowpens and King's Mountain know more about Bunker's Hill and Lexington, and

more of Starke and Putnam, than of Pickens and Campbell.

— No monument, inscription stone, Their race, their deeds, their names, almost unknown.

We have always thought that those battle-fields in our State, which were illustrated by the gallantry and devotion of our ancestors, should be marked by permanent mementoes, at the cost of the State—every one, from Fort Moultrie to King's Mountain.— And he who would carry such a measure through the Legislature, would himself deserve a monument.

A state of the proceedings of the Western Army, from the 25th day of September, 1780, to the reduction of Major Ferguson, and the Army under his command.

On receiving intelligence that Major Ferguson had advanced up as high as Gilbert Town, in Rutherford county, and threatened to cross the Mountains to the Western Waters—

Col. William Campbell, with four hundred men from Washington county, Virginia; Col. Isaac Shelby, with two hundred and forty men from Sullivan county of North Carolina, and Lieut. Col. John Sevier, with two hundred and forty men from Washington county of North Carolina, assembled at Watauga, on the 25th day of September, where they were joined by Col. Charles M'Dowell, with one hundred and sixty men from the counties of Burk and Rutherford, who had fled before the enemy to the Western Waters. We began our march on the 26th, and on the 30th we were joined by Col. Cleveland, on the Cataba river, with 350 men from the counties of Wilkes and Surry. No one officer having properly a right to the command in chief, on the first of October we dispatched an express to Major Gen. Gates, informing him of our situation, and requested him to send a General Officer to take the command of the whole. In the mean time, Col. Campbell was chosen to act as commandant till such General Officer should arrive. We marched to the Cowpens, on Broad river, in South Carolina, where we were joined by Col. James Williams with four hundred men, on the evening of the 6th of October, who informed us that the enemy lay encamped somewhere near the Cherokee ford of Broad river, about thirty miles distant from us; by a council of the principal officers, it was then thought advisable to pursue the enemy that night, with nine hundred of the best horsemen, and leave the weak horse and foot men to follow us as fast as possible. We began our march with 900 of the best men about 8 o'clock the same evening, and marching all night, came up with the enemy about 3 o'clock P. M. on the 7th, who lay encamped on the top of King's Mountain, 12 miles north of the Cherokee ford, in the confidence that they could not be forced from so advantageous a post. Previous to the attack, on our march, the following disposition was made: Col. Shelby's regiment formed a column in the centre of the left; Col. Campbell's regiment on the other side of the right; part of Col. Cleveland's regiment headed in front by Major Winston, and Col. Sevier's regiment, formed a large column on the right Wing; the other part of Col. Cleveland's regiment, headed by Col. Cleveland himself, and Col. Williams' regiment composed the left Wing; in this order we advanced, and got within a quarter of a mile of the enemy before we were discovered. Col. Shelby's and Col. Campbell's regiments began the attack, and kept up a fire on the enemy, while the right and left Wings were advancing forward to surround them, which was done in about five minutes, and the fire became general all around; the engagement lasted an hour and five minutes, the greatest part of which time an heavy and incessant fire was kept up on both sides; our men in some parts, where the regulars fought, were obliged to give way a small distance, two or three times, but rallied and returned with additional ardor to the attack. The troops upon the right having

gained the Summit of the Eminence obliged the enemy to retreat along the top of the ridge to where Col. Cleveland commanded, and were there stopt by his brave men; a flag was immediately hoisted by Captain Deposture, then commanding officer, (Major Ferguson having been killed a little before,) for a surrender; our fire immediately ceased, and the enemy laid down their arms, the greatest part of them charged, and surrendered themselves prisoners to us at discretion.

It appears from their own provision returns for that day, found in their camp, that their whole force consisted of eleven hundred and twenty-five men—out of which they sustained the following loss. Of the regulars, one Major, one Captain, two Sergeants, and fifteen privates killed, thirty-five privates wounded left on the ground not able to march. Two Captains, four Lieutenants, three Ensigns, one Surgeon, five Sergeants, three corporals, one drummer, and forty-nine privates taken prisoners; loss of the Tories, two Colonels, three Captains, and 201 privates killed; one Major, and 127 privates wounded and left on the ground not able to march; one Colonel, twelve Captains, eleven Lieutenants, two Ensigns, one Quarter Master, one Adjutant, two Commissarys, eighteen Sergeants, and 600 privates taken prisoners. Total loss of the enemy 1105 men at King's Mountain.

Given under our hands at Camp.

WM. CAMPBELL.  
ISAAC SHELBY.  
BENJ. CLEVELAND.

*From the N. Y. Journal of Commerce.*

ANOTHER LESSON TO THE MALAY-PIRATES.—It will be seen by the annexed letters, that the U. S. frigate *Columbia*, and corvette *John Adams*, under Commodore Read, have inflicted a signal vengeance upon the Malay towns Qualla Battoo and Muk Kee, on the island of Sumatra, for the connexion they were supposed to have had with the piracy and murders committed in their waters on board the American ship *Eclipse*, of Salem. Qualla Battoo was once before visited by one of our frigates, the *Potomac*, and all her forts demolished. For this reason, or some other, Qualla Battoo, on the present occasion, suffered only a moderate infliction, while Muk Kee, a town about 40 miles distant, was demolished and burnt. No lives were lost on the American side, and our letters do not state that any of the Malays perished. The towns appear to have been deserted in anticipation of the attack. The necessity of such severe measures is to be regretted; but, in dealing with savages and pirates, no other mode seems practicable for the protection of our commerce and the lives of our citizens. We trust the Malays will now come to the conclusion that *their own interest* requires them to restrain their cupidity from being exercised upon defenceless merchantmen which may visit their coast. They, probably, until the arrival of the *Potomac*, supposed that America was too remote, or too feeble, to protect its commerce in those seas. It is to be hoped that this delusion is now dissipated, and that hereafter our seamen and cargoes, in that quarter, will find the flag of their country a never failing protection.

The bombardment of Qualla Battoo took place on the 23d of December, and that of Muk Kee on the 1st of January.

*Correspondence of the Journal of Commerce.*

U. S. FRIGATE *COLUMBIA*, }  
Harbor of Singapore, Feb. 5, 1839. }

I have an antipathy to write a document for a newspaper, but I promised occasionally to send you a letter, and feel indebted to do so in view of the pleasure your papers give me, when I am so fortunate as to receive them on our winding track over the oceans of the world. And you will be desirous of knowing what our squadron has been doing on the west coast of Sumatra, or whether we have done any thing, af-

ter you shall have received intelligence of the piratical act of the Malays in the robbery of another American vessel, and the murder of her captain and one of her crew.

The plot for the attack on the ship *Eclipse*, Capt. Wilkins, was originated at Muk Kee, some 40 miles from Quallah Battoo; and part of the persons who committed this murder and robbery, have been protected by the Rajahs of Muk Kee, and a great proportion of the property and money taken to that place. This, therefore, was deemed the principal offending place. We learn that the \$12,000 was divided out, and some of it was received at Quallah Battoo, and also at Soo-Soo, a place three or four miles from Quallah Battoo, and at both of these, according to the acknowledgments of the Rajahs in the conversation held with them, some of the pirates were residing, on our arrival, on the coast. The demand for these men having been made, and compliance being declared to be impossible, as the men had escaped after our anchorage, (which, however, was deemed to be only an excuse to render their refusal to comply with the demand an appearance of misfortune to them, rather than a decision of their councils,) our ships were run in nearer to the shore at Quallah Battoo, and the place cannonaded, with some damage to the town, or rather to the forts, as they were the objects at which the shots were directed.

The ships were then got under weigh, and stood for Muk Kee where the demand for the pirates was made, without the expectation of the Rajahs of that place pursuing any course different from the one adopted by the Rajahs of Quallah Battoo. The demand was uncomplished with, and the consequences, as the proper alternative, (so deemed to be by our Commodore, and I believe quite unanimously the sentiment of all the officers,) followed.

The ships were kedged in, near to the town and forts—the town being situated on a small peninsula, and each side of the point indicated by the lip of a beautiful little bay, with water deep enough for a seventy-four.

No boat making her appearance for an overture, up to the time specified as the limits of forbearance, the *Columbia* opened her fire upon a neighboring fort, raking the town as she chose, quite the length of it. The first gun of the *Columbia* was the signal for the *John Adams*, the beautiful corvette, to let fly her shot; and the loud roar of her cannon reverberated from the mountain sides that nearly enwalled the angry little ship, and as the volumes of fire and piles of smoke continued to emit from her side, the *Columbia* slept a moment, which rendered the scene yet more impressive to one conscious that a moment more and her loud and fearful pieces would send forth their heavy metal, and canister and grape. Her tremendous cannonade, throwing 42lb. shot, now boomed in their loud report over the still sheet of water that, this morning, seemed to have lushed the swellings of its bosom, as if it would favor the purposes of destruction which seemed to be moving the two dark forms which had slowly floated over its silver surface, to gain a resting place nearer to the golden beach which encased the curved lip of the bay.

I was in the mizen-top, a looker on. The ships were within a musket-shot of the beach, and the town reached near to its edge. The cannonading from both ships continued for near a half hour. Now, the balls throwing up a cloud of dust as they riddled the bamboo houses, or rived in splinters the dwellings of better material; and now the ball, striking the tall coconut tree, scorched it as if a hundred hot irons had been applied to the external coat of its trunk, and sent up a beautiful volume of pale blue smoke, as if it came above the trees from some concealed cottage, embowered in the evergreen foliage of the mountain side; and now the branches fell, as if lopped by some giant pruning hook, as the tree, en masse, with its spreading top, and with its mingling



crash, fell to the ground. One solitary being was seen pacing with indifference backwards and forwards on the beach, at the sight of the town, and only a few yards from the intersecting lines of the shot, pouring in cross fires from the broadsides of the two ships; but ere long he disappeared, and was lost in the jungle.

The firing ceased, and the boats, already alongside, and concealed from the view of the shore, were manned, as a note upon the bugle called the men to their places. Soon the little fleet, joined by the boats from the Adams, reached the shore, and the men formed on the beach in full view of the ships, and advanced to enter the town at the nearest point. Soon the port-fire and the torch were applied to the buildings, and the flames ascended from different parts of the town, until the covering and spreading volumes sent up their spiral and wide sheets, involving every dwelling, save the sacred mosque, in the general conflagration.

The force returned to the beach, and a moment more, as the flames were rapidly melting to a common ruin, and mingling in ashes the whole mass of the buildings of the town, involving whatever of treasure and property had been left, they contemplated the wild rage of the sheeted and irresistible element. The bugle now sounded a retreat to the tune of "Yankee Doodle," of olden and revolutionary associations, and the men disembarked as "Hail Columbia" sent its national notes over the yet still waters of the bay. In about two hours after the boats had left the ships, the men were again in their places on their decks, having accomplished their purpose without accident, or the firing of a gun.

The inhabitants had retired from the town, and looked from the mountains upon the ruin of their homes.

I have written this in haste, at the moment when our letter-bag is closing to go by the ship that will bear our letters of friendship and love, and whatever else they may contain, "Westward Ho!"

Extract of a letter from on board the U. S. ship Columbia, dated

"SINGAPORE, Feb. 3, 1839.

"You have, no doubt, heard of our exploits on the coast of Sumatra. We arrived here yesterday (Sunday) after a fortnight's passage from that coast. We have sixty-four on the sick list, the small pox still on board—of which three men have died. The ship has the appearance of a hospital. The scurvy, that terrible disease, made its appearance on board during our last passage, but, owing to our timely arrival at this port, it will soon disappear. We sail from this port to Siam, to negotiate a treaty that was left unsettled by the Peacock on her last cruise. We shall probably be home in sixteen months."

**SCARCITY OF SEAMEN.**—The Boston Mercantile says "The scarcity of seamen in the naval service is getting to be an evil of magnitude. The Constitution is still detained at New York, for want of fifty able seamen, and the Concord has been lying at the Charlestown navy yard for months, fitted for sea, and detained, doubtless merely in consequence of the impossibility of procuring a crew. Other sloops of war, in other ports, are detained for the same reason."

For years past great difficulty has been experienced in supplying our vessels of war with seamen, in consequence of the better wages offered in the merchant service. The British government have experienced yet greater difficulties from the wages in their merchant service, being on an average somewhat lower than ours, and the pay in their marine so small that, according to the statements of Capt. Maryatt and others, British seamen, allured by the great advantages offered in our country, constitute the bulk of the crews of our vessels, both of the merchant and naval service. Great Britain, however, will have

every year less and less to apprehend from this drain, than we ourselves shall have from the difficulties of procuring seamen for our navy increasing with the rapid increase thereof, and the more extended and prosperous condition of our commerce. Now it is obvious that some means must be devised to supply this deficiency, and that we cannot look to any relief from a prospect of an increase of pay, as that must in the course of time, from the augmentation of our marine, necessarily undergo a corresponding reduction. Common sense and the necessity of the case have pointed out a mode of supplying this desideratum. The subject has been for some time discussed in the public prints, and attracted the attention of Congress; and public opinion has settled down into the recommendation of the employment of Boys in the Navy, to be brought up therein as in a school. It is proposed that the Government guarantee to them such an education as will render them adapted both for the ordinary duties of seamen, and of petty officers, with the prospect of rising by their merit from this *naval seminary*, which our vessels will possess within themselves, to the highest command and rank in their profession. The experiment, in fact, has been already commenced, under an act of Congress recently passed; and we have, we believe, in all our receiving ships, a large number. In that of the navy yard of this port there are, we believe, some 200 Boys, who are, many of them, of respectable families, and all of whom have passed through a certain preliminary examination as to their fitness and qualifications, intellectually and morally, to be admitted to the privilege of being in this service—now already beginning to be esteemed as one of the most eligible to which parents can send their children. Congress should immediately enlarge the provisions of the law, so as to embrace a number of from ten to fifteen thousand pupils, thus to have the resources of a supply of seamen abundant and at hand. We have had occasion several times to witness the advantages of this system, even in its present state of infancy. The boys are brought up in the rudiments of an excellent naval education, and kept in admirable discipline, costumed in neat sailor dress, and daily drilled on ship board, at the boats, rigging, &c. so as to become intimately conversant from their boyhood, with all the practical duties of their profession, while they are acquiring an excellent education in all the most useful branches of knowledge, and of the sciences immediately connected with the life they are to follow. These schools, in fact, are *manual labor colleges afloat in the navy*, and we know from conversing with many naval officers that their introduction is deemed one of the most important reforms ever attempted for the preservation of the right arm of our defence, which must ever constitute the glory of a commercial people.—*New York Star*.

#### FOREIGN PUBLICATIONS.

The undersigned, having established a correspondence in Europe, offers his services to the officers of the Army and Navy, for the importation of any foreign periodical or professional publications, which they may wish to procure.

Lists of new publications and works in press will, after a short time, be regularly received, and the titles of such as are of a professional character, will be inserted in the Chronicle.

The facilities for forwarding small parcels from the city of Washington to every section of the Union, are perhaps equal to those of any other place.

As but a very small advance on the actual cost and expenses will be added, greater bargains may be made by forwarding the money in advance, to purchase with; but it is expected that all works ordered will be paid for before delivery.

B. HOMANS.

Washington, D. C., April, 1839.

## WASHINGTON CITY;

THURSDAY, ..... JUNE 6, 1839.

**COOPER'S NAVAL HISTORY OF THE UNITED STATES.**—The navy may congratulate itself that the first connected history of its exploits has fallen into so able hands as those of Mr. COOPER, whose early associations and acknowledged abilities eminently qualify him for the task. It was apprehended by some, when this work was first announced as in the press, that the author would have infused into it the jaundiced views which his latter productions have shown him to entertain respecting his countrymen; and that his style was too ornamental for the grave record of history. In both these, however, expectation has been agreeably disappointed; he has described, with the just impartiality of the historian, the events in which the navy has participated, commencing with the origin of ship building in the early settlement of the colonies, and closing with the war of 1812-13, between the United States and Great Britain. Mr. COOPER has studiously avoided the poetical style, so suitable to works of fiction, and has almost run to the other extreme of clothing his narrative in the plainest garb, although very many of the stirring incidents would have warranted a little indulgence of fancy in the description. On the whole, perhaps, the author is right, for if he had descended to minutiae, and given scope to his imagination, it would have swelled the book beyond reasonable bounds.

In a first attempt at historical record, it is not to be expected that perfect accuracy can be attained in what is actually given, or that some few incidents will not be omitted altogether. But, considering the paucity of material, the length of time that has elapsed since many of the transactions took place—that many of the actors have passed off the stage, and few, perhaps, have left any record of their deeds behind, Mr. COOPER has displayed much labor and research, and deserves great credit for his industry. That the work will soon pass to a second edition seems hardly to admit of a doubt, and the opportunity will then be afforded of correcting such errors as may unavoidably have crept into the first, and of adding incidents that have escaped his previous research.

Among the actions, of which no mention is made, is one that occurred during the Revolutionary war, on the eastern shore of Virginia, between a flotilla of barges, etc., fitted out by the State of Maryland, and a detachment of boats belonging to the British squadron in the Chesapeake. One of the most striking features in this action, and such as probably never occurred in any other on land or water, was that every person on both sides was either killed or wounded—not one escaped injury or death. We have heard the incidents partially narrated by an officer of our navy, and have endeavored to procure them in an authentic shape, for publication in the

Chronicle; but have not yet succeeded, though we have hopes of doing so ere long. This is but one item, however, and in no wise calculated to derogate from the fidelity or value of the History as a whole.

As the History comes down to no later a period than the close of the "last war," and much that has since occurred is worthy of note, we may hope that Mr. COOPER will employ himself in collecting the materials for a continuation of it; if, indeed, he has not already set about it. Future historians will no doubt rise up, and they will naturally recur to this first effort of the kind, as the basis of their works. The more full and correct it can be made, the more valuable will it be.

The Introduction contains so much of sound reasoning and forcible argument in favor of higher grades in our navy, that we cannot resist the temptation of transferring it to our pages. If the legislators of the country are open to conviction, they must perceive that the true interests of the service, without considering the just claims of the officers, call for the creation of such higher grades—a measure that has been often urged, though without perceptible effect upon the opinions of the legislature or the executive.

**SEA WALL AT ST. AUGUSTINE.**—The News of the 18th ult. states that Capt. J. K. F. MANSFIELD, of the Corps of Engineers, has been instructed to repair to that place, to investigate the expenditures upon the sea wall, while under the superintendence of F. L. DANCY, formerly of the U. S. army.

The Pensacola Gazette of the 25th ult., states that a court martial for the trial of several officers would shortly assemble on board the frigate Macedonian.

Under the provisions of "GEN. ORDERS," No. 25, of May 20th, Major Gen. SCOTT has selected the Race ground near Trenton, N. J., for the proposed "Camp of Instruction," and has called it "CAMP WASHINGTON." Bvt. Brig. Gen. EUSTIS is assigned to the immediate command.

The 4th artillery, Lieut. Col. FANNING, is under orders to reach the camp between the 1st and 5th of June.

## ARRIVALS AT WASHINGTON.

May 23—Capt. J. P. Simonton, 1st drag. Fuller's  
Capt. A. R. Heisel, A. Q. M. cor. G & 19th str.  
29—Major Gen. A. Macomb, 1 street  
Lt. J. T. Sprague, 8th infy. Hope Club, Keller's  
21—Lt. W. W. Mackall, 1st arty.  
Gen. Geo. Gibson, C. G. S. Hope Club, Keller's  
Capt. E. D. Bullock, 2d drags. Fuller's  
Capt. W. C. DeHart, 2d arty. Union Ho'l, G. T.  
June 1—Lt. A. A. Humphreys, Top. Engrs. Geo'town  
Lt. M. S. Miller, A. D. C. Hope Club, Keller's

## LETTERS ADVERTISED.

WASHINGTON, June 1, 1839.  
ARMY—Dr E H Abadie 2, Dr George R Clarke, Capt John C Casey 2, Gen J R Fenwick 2, Capt E Harding, Lieut A Montgomery, Dr B Randall.  
NAVY—W J Belt, Lt E W Moore, Capt R Voorhees 3, P Mid W B Whiting.  
MARINE CORPS—Lt J G Reynolds 3.  
UNPAID LETTER REFUSED—Buffalo, May 20.

## PASSENGERS.

New York, May 27, per schr. Oregon, 12 days from St. Augustine, Capt. H. Brown, Lt. J. W. Phelps, and company of the 4th arty. May 28, per ship Samson, from London, Lieut. W. P. Griffin, of the navy, and lady. June 1, per steam ship Great Western, from Bristol, Lieuts. T. W. Brent, and R. L. Page, of the navy.

CHARLESTON, May 27, per steamer Cincinnati, from Garey's Ferry, Major Gen. Macomb, Capt. E. Schriver, Lieuts. M. S. Miller and J. T. Sprague, of the army. May 28, per steam packet Wm. Seabrook, from Savannah, Captain Bullock and Lieut. Walbach, of the army. Per schr. Empire, from St. Augustine, Col. C. Andrews, of the army. Per steamer Wm. Gaston, from Savannah, Capt. Tattnell, of the navy.

St. Augustine, May 13, per steamer Isis, from Key Biscayne, Col. Harney, Captains Davidson, Brown, Bryant, Lieuts. Mackall, Phelps, and company H. 4th arty. Per steamer Forrester, from Savannah, Capt. J. K. F. Mansfield, Engineer Corps, and lady.

MOBILE, May 17, per steamboat Champion, from Pensacola, Capt. W. A. Thornton, of the army. May 20, per steamboat Champion, from Pensacola, Col. Henderson, of the Marine Corps.

## ARRIVALS AT PHILADELPHIA.

May 28, Major R. M. Kirby, of the army, and lady. May 29, Capt. M. C. Perry, navy. May 30, B. R. Nichols, F. Alexander, Dr. W. B. Sinclair, C. H. Haswell, navy; Capt. B. L. Beall, army. May 31, John Rodgers, navy.

## COMMUNICATIONS.

## STAFF AND LINE OF THE ARMY.

It may not be altogether uninteresting at this period to suggest an enquiry with respect to the motive of renewing the obvious favoritism and palpable injustice of allowing any officer, or set of officers, to hold two separate commissions, or appointments in, or connected with the army, at the same time? In the cases about which so much discussion and complaint occurred among the army corps, a few years since, it was supposed that, when Gen. JONES, and a few others, retired from their position in the line, a new one was established, acknowledging the utter impolicy and inexpediency of tolerating the flagrant prejudice of any such personal advantages in the service. But it does not yet seem to have been adequately demonstrated that it is unjust, or prejudicial to any body, to permit a regimental captain, who snuffs an approved atmosphere, to hold an appointment of equal or higher grade and emoluments in the staff. If some officer will undertake an explanation and defence of this system, which allows a few favored personages the double privilege of seeking and enjoying promotion in two different spheres of service, concurrently, it may tend to throw much light upon this hitherto abstruse subject. It is now, to say the least, a matter of great surprise that the army should rest so comparatively quiescent under the revival of an usage, the policy of which was originally disputed, and its continuance deprecated until it was wholly exploded under the auspices of President Jackson's administration.

## HEILEMAN.

## ARMY INSPECTIONS.

There is manifestly room for great improvement in what relates to the inspection of all the departments of the army, in many of their multitudinous details. There is a laxity in the mode and measure of such inspections as take place once in three, four, or five years, which every well-disposed and well-conditioned officer cannot fail most deeply to lament. These inspections too, such as they are, occur too seldom for any practical good. They should be required to be made regularly and systematically once in every year imperatively, and by officers of rank, as well as of known character and intelligence. If there is a paucity of such now available, make more

if them, the materials being abundant in the country, if not already in the service. With an inspector's department adequately filled up, a revolution in the affairs of the army would take place in a twelvemonth. The War Department at Washington, and Congress also, would soon be more ably and efficiently advised of the measures necessary and proper for the reform of existing abuses, and for bringing up the means and military abilities of the republic, to the highest practicable standard.

Impositions of a nature so flagrant as to be almost incredible, have been witnessed and tolerated in the service, in a period unconnected with even the apology of an existing crisis, or an anticipated exigency. Could such outrageous violations of decency and honorable propriety be perpetrated with impunity; or, (rather it should be said,) if gross malversation could escape the eye of Government unheeded amidst a contemptible Indian squabble, what would be the incalculable waste and expense of a very brief contest with any respectable military state: England, France, or Russia?

With no disposition to indulge in cynical animadversion, it may be remarked, that if an inspector of suitable capacity and endowments were upon a tour of observation, and he should find an officer employed in the public works using a steam boat, owned and manned by the Government at great and useless expense, either for tours of superintendence, or as a mail boat, when it was obvious that a cheap sail boat, or a simple oar boat, at one tenth the charge, would answer a better purpose, what would the inspector direct? Or, if he should find a Quartermaster mustering in his own department gangs of negro slaves, notoriously believed to have been acquired by the wages of collusion, and doing many other acts repugnant to the good order of the service, what ought to be his report? Certainly in such cases there would be an immediate and efficient remedy applied. Where the evidence of criminality was palpable, the inspector would suspend, or direct the proper measures through the Bureau to which the officer implicated might be responsible.

There are always, too, in the service, many officers who, put them where you please, (or where they please,) never advance one step, or perform any act that is not by compulsion, by special order of a superior, or rendered plain and absolutely imperative by the Regulations. But if the ablest and best that any service affords are selected, all without exception are benefitted by the exercise of an occasional controlling influence. The best are made better under the impulses afforded by the rebuke of evil, and a commendation of the good of human conduct. The only inspector now known to the service in his ministerial capacity, may be referred to with deference, as being an officer of considerable skill and merit. So far as his meteor-like flights permit it, his sudden and ever unexpected visits are always acceptable and useful to such interests as can be seen at a glance. But whether it is for want of requisite power, or some other cause, it is seldom, if ever, that even his vigilance has been heard of in those investigations of official records, where the eye of an inspector might sometimes unravel mysteries that have for years puzzled the wits of sober citizens.

To avoid prolixity, these observations may be closed with the recommendation that it would eminently subserve the interests of the service at large, if the tours of inspection were more frequent, and less superficial in their performance.

## MAY 10.

## PRUDENS FUTURI.

\* If an officer is in charge of a work at an isolated point, distant 5, 10, or 20 miles from the nearest post office, rather than employ a steam boat as a mail carrier, it would be better to establish a post office at his post, and have a semi-weekly mail arrangement placed under the regular direction of the Post Office Department.

N. B. The delay (for consideration) to which the editor of the Chronicle subjects my communication of the 10th inst., under the view he takes of it, is certainly judicious. It is not the writer's wish to reflect upon, by implication or otherwise, or to pay any compliment to, one officer, at the expense of another. He prefers to state facts, to deprecate obvious evils, and to contribute his mite in the way of suggestions promotive of the public welfare. No prejudice or unkindness is felt, and none is intended to be expressed, toward that Inspector General who is less known to the service than his associate.

Wherever the chief interests of the army are concentrated, there ought the Inspectors, provided to conserve its efficiency and welfare, to be found. The main body of the army being employed, during several years past, at an extreme point of the southern division, required the continued presence of one or both of those officers. It is presumed that ill health detained one of them, and paramount duties the other, from the theatre of action proper to their respective obligations to the Service.

If the inspector's department is a useful one, (and every practical military mind acknowledges that it is indispensable,) then it is the duty of Government to make it not only respectable in *material*, but widely efficient in number also, if that be requisite to attain the end desired.

MAY 27.

P. F.

## DOMESTIC INTELLIGENCE.

### FROM FLORIDA.

It gives us great pleasure to announce the arrival, at the seat of Government, of Major General MACOIN, who has succeeded in pacifying the Indians of Florida, and has made such an arrangement with them as will effectually put a stop to the further effusion of blood in that Territory. The country to be occupied provisionally by the Indians is situated beyond all former settlements, and the column of posts established across the peninsula from New Smyrna to Tampa Bay will be furnished with a sufficient number of troops to insure the faithful observance of the terms dictated by Gen. MACOIN, both by the whites and the red men.

Late despatches received from Fort Gibson announce that Gen. ARBUCKLE and the Superintendent of Indian Affairs, Gen. ARMSTRONG, had, in pursuance of instructions from the Secretary of War, made an arrangement for the future permanent establishment of the Seminoles, perfectly satisfactory to MICANOPY and other chiefs, and that the Seminoles now in the West were about to remove there.—*Globe*.

### HEADQUARTERS OF THE ARMY OF THE U. S., } Fort King, Florida, May 22, 1839. }

SIR: Agreeable to the instructions I had the honor to receive from your hands at Washington, on the 20th of March last, I lost no time in repairing to Florida, and arrived at Black creek, the general depot of the army, on the 5th of April. There I had the good fortune to meet with Brigadier Gen. Taylor, the commander of the forces in this Territory, then on a tour of inspection and review of the troops, and at the same time engaged in his plan of dividing the country, nearest to the settlements, into squares of twenty miles, and establishing posts therein. This fortunate meeting enabled me to place in the hands of Gen. Taylor a copy of your instructions, and to give him orders to co-operate with me in carrying those instructions into effect, directing his attention particularly to the protection of the settlements along the line from Garey's Ferry to Tallahassee, and west of the latter place, authorizing him, at the same time, to call into service such a force of militia as mentioned in your instructions. Gen. Taylor, having with him interpreters, and Indians connected with the hostile parties by ties of consanguinity and intermar-

riage, was desired to open, if possible, a communication with them, and thereby make them acquainted with the fact of my arrival in the country, and my wish to see the chiefs and warriors at this post by the 1st of May instant, to hold a conference with them. Col. Twiggs, who was then commanding at Garey's Ferry, having military authority over a considerable extent of country, was also made acquainted with my instructions, and he rendered a ready and efficient aid in furthering my views. Colonel Warren of Jacksonville, who heretofore had command of the militia serving in Florida, was highly recommended to me on account of his efficiency and activity as an officer, was invited to raise and take command as Lieutenant Colonel of a battalion of mounted militia, to assist in the defence of the settlements east of the Suwannee, and expel the Indians. Although quite inconvenient to him, at the time, on account of his private affairs, the Colonel very promptly complied with my wishes. In the mean while, Gen. Taylor was making arrangements with the Governor of Florida in raising, for the defence of the settlements on the west of the Suwannee, a military force. Notwithstanding all these measures, the Indians, dividing themselves into small parties, penetrated the settlements, committed some murders, and fired from their coverts on the expresses and passengers going from post to post.

Under these indications, it was the general belief that no communication could be opened with the hostile parties, especially as it had been given out that the Indians would on no account receive any messengers, but would destroy any person that might approach them with a flag. This threat having been executed more than once, confirmed the opinion that it was worse than useless to attempt to communicate with them. Finding at Garey's Ferry a party of prisoners, consisting of one man, two well grown lads, and a number of women and children, amounting in all to eighteen, it occurred to me that by treating them kindly, I might, through their instrumentality, communicate with the hostile bands. Accordingly, I set them at liberty, and sent them into the country in search of their friends, that they might make known to them, and the Indians generally, the object of my coming among them. Gen. Taylor also sent out his Indians, in whose sincerity and honesty he had great confidence. This first attempt to open a communication entirely failed. Gen. Taylor's Indians having left him, and joined the hostile party below Tampa, and those sent by me returned without seeing any whatever. In the mean time, reports were received of the continued hostilities of the Indians, and of their attacking defenceless people and killing them. According to my previous notification that I would be at this post by the 1st of May, I left Garey's Ferry on the 25th of April, with a guard of dragoons, taking with me the prisoners previously mentioned, and again sent them off in search of their friends, but it was not, after remaining here, until the 9th instant that any Indians called to visit me.

Knowing the slowness of the Indians in performing any matter of national importance, I did not yield to the general belief that none would attend to my invitation, and I had the gratification to receive a visit from a young chief of considerable importance, accompanied by seven young active warriors. I explained to the chief the object of my mission, telling him that his great father (the President) was sorry that there had been so much fighting between his white and red children, and that for their good he recommended to them to cease firing on each other, and make peace. The chief expressed himself greatly delighted with the prospect of peace. I told him that if the whole nation would retire below Peace creek, that hostilities would cease, and that they might remain there, until further arrangements could be made. He again expressed his gladness at hearing what I said, and promised that he would take my

communication and spread it around, being persuaded that it would be well received by all his people. In a few days after he collected a considerable party of his people, consisting of men, women, and children, and paid me another visit. I repeated to him, in their presence, the same "talk," and they seemed all pleased with it. I then made them some presents, after which they departed much gratified, for they were in a most destitute condition, as to clothing and other necessities.

On the 17th instant, Lt. Colonel Harney, of the 2d dragoons, who had previously received my directions to open a communication with the Indians in the southern portion of the peninsula, near Key Biscayne, arrived with Chitto-Tustenuggee, principal chief of the Seminoles, who had been recently elected by a council held by the Seminoles, and Mickasukie. Chitto-Tustenuggee expressed great desire that the business on which he was called to meet me might be speedily attended to. Accordingly, on the next day, a meeting was held, composed of Chitto-Tustenuggee, attended by O-che-Hadjo, a brother of Blue-Snake, who came with him to witness the proceedings, at the request of the Council of the Nation, and Hatlock-Hadjo, Chief of the Mickasukies in this section of the country, and all his band that had not been despatched by him to call in the warriors who were out in detached parties. After going through the usual ceremonies among Indians of shaking hands and smoking, I explained to the Indians who I was, and the object of my mission among them, at which they evinced great satisfaction. I then dictated to them the terms of peace, which they readily accepted, manifesting great joy on the occasion, and they have since been dancing and singing, according to their fashion, in token of friendship and peace, in which many of our officers joined them, all being satisfied of the sincerity of the respective parties. The enclosed general order, announcing the result of the conference, exhibits the terms of peace. Under existing circumstances, I did not think it necessary to enter into a formal written treaty, such an instrument with Indians having but little binding effect. Nor did I think it politic at this time to say anything about their emigration, leaving that subject open to such future arrangements as the Government may think proper to make with them. No restriction upon the pleasure of the Government in this respect has been imposed, nor has any encouragement been given to the Indians that they would be permitted permanently to remain in Florida.

There is every reason to believe that when the Indians remaining in Florida shall learn the prosperous condition of their brethren in Arkansas, they will, at no distant period, ask to be permitted to join them.

I have the honor to be, sir,

Very respectfully,

Your obt<sup>d</sup> servant,

ALEX. MACOMB,

Major Gen. Commanding-in-Chief.

Hon. J. R. POINSETT,

Secretary of War, Washington city.

*From the Charleston Courier May 28.*

**THE FLORIDA WAR ENDED.**—We are at length able to make this oft repeated, and oft delusive announcement, in good earnest. Major General MACOMB arrived here, yesterday morning, in the steamer *Cincinnati*, from Jacksonville, (E. F.) having made the definite pacific arrangement contained in the General Orders, which we give below, and of which he has politely furnished us a copy. The arrangement made by the commanding General is a wise as well as humane one. It will be better to leave the slow but sure influence of advancing civilization to relieve Florida of the remnant of her savage inhabitants, than further to prosecute a war, at the cost of millions, in order to expel a handful of Indians from inaccessible hammocks and morasses.

#### HEAD QUARTERS OF THE ARMY OF THE U. S.

Fort King, (Florida,) May 18, 1839.

#### GENERAL ORDERS.

The Major General commanding-in-chief has the satisfaction of announcing to the Army in Florida, to the authorities of the Territory, and to the citizens generally, that he has this day terminated the war with the Seminole Indians, by an agreement entered into with Chitto-Tustenuggee, principal chief of the Seminoles, and successor to Atpicka, commonly called Sam Jones, brought to this post by Lieut. Col. HARNEY, of the 2d Dragoons, from the southern part of the Peninsula. The terms of the agreement are, that hostilities immediately cease between the parties—that the troops of the United States, and the Seminole and Mickasukie chiefs and warriors, now at a distance, be made acquainted, as soon as possible, with the fact that peace exists, and that all hostilities are forthwith to cease on both sides—the Seminoles and Mickasukies agreeing to retire into a district of country in Florida, below Pease Creek, the boundaries of which are as follows, viz: beginning at the most southern point of land between Charlotte Harbor and the Sanybel, or Colosahatchee river, opposite to Sanybel island, thence into Charlotte Harbor by the southern pass between Pine Island and said point, along the eastern shore of said harbor to Taalk-Chopko, or Pease Creek; thence up that river to Hatchee-Thloko, or Big Creek; thence up said creek to its source; thence easterly to the northern point of Lake Istokpoga; thence along the eastern outlet of said lake, called Istokpoga Creek, to the Kissimmee river—thence southwardly down the Kissimmee to Lake Okechohee; thence south through said lake to Ecalahatohee, or Shark river; thence down said river westwardly to its mouth; thence along the sea shore northwardly to the place of beginning; that sixty days be allowed the Indians north and east of that boundary to remove their families and effects into said district, where they are to remain until further arrangements are made, under the protection of the troops of the United States, who are to see that they are not molested by intruders, citizens, or foreigners, and that the said Indians do not pass the limits assigned them, except to visit the places which will be hereafter indicated to them. All persons are therefore forbidden to enter the district assigned to said Indians, without written permission from some commanding officer of a military post.

ALEXANDER MACOMB,

Major Gen. Commanding-in-chief.

By command of the General:

EDMUND SCHUYLER,

Captain and A. A. Gen.

Capt. CRAM, of the U. S. corps of [Topographical] Engineers, (says the Milwaukee Advertiser) arrived there on board the *Illinois*, for the purpose of superintending the construction of the Territorial roads now in operation in the Territory. He left on Wednesday for Racine, and after being jolted on the miserable apology for a road between that place and this, may think it advisable to expend on that route a few thousand dollars of the appropriation made for the construction of the Chicago and Green Bay road. It was owing to the misrepresentations of those interested, that Col. Kearney was induced to order the whole amount of the appropriation to be expended north of this place.—*Chicago American*, May 18.

*From the Albany Daily Advertiser.*

**NEW YORK STATE MILITARY CONVENTION.**—The State Military convention re-assembled at the City Hall, in the city of Albany, on the 21st instant. Major General John T. Cooper, the President of the last convention, not being in attendance, the convention organized by appointing Brig. Gen. JOHN F. TOWNSEND, President.

The following gentlemen were appointed officers of the Convention:

Col. JOHN GROESBEECK, Col. JULIUS RHODES, Col. ROBT. H. PRUYN, Lt. Col. JESSE BUEL, Jr.	} Vice Presidents.	
Lt. Col. S. V. TALCOTT, Major G. W. WREED, Maj. SAM'L VAN VECHTEN.		} Secretaries.

The following resolutions were unanimously adopted:

*Resolved*, That, in the opinion of this Convention, the time of holding a National Military Convention should be postponed to the first Monday of October next.

*Resolved*, That it be recommended to the Militia of this State, and other States in the Union, to assemble in Convention in the city of New York, on the first Monday of October next, for the purpose of considering such measures as may be best calculated to effect a reform in the Militia System of the United States.

*Resolved*, That said Convention be composed as follows: First, Commanding officers of Division and Brigade.

Second, Two Delegates from each Division and Brigade Staff, and one Delegate from each Regimental Staff, to be appointed by the respective commanders thereof.

Third, One Delegate from each regiment and separate Battalion, to be appointed by the commissioned officers thereof.

Fourth, A Delegate to be appointed by the non-commissioned officers and privates of each Regiment and Battalion.

*Resolved*, That the proceedings of this Convention be signed by its officers, and published in the papers of this city, and that all editors friendly to the Militia System, and who desire to see the same so altered as to increase its efficiency and diminish its burdens, be requested to publish the same.

Adjourned sine die.

JOHN F. TOWNSEND, *President*.

JOHN GROESBEECK, JULIUS RHODES, ROBERT H. PRUYN, JESSE BUEL, JR.	} Vice Presidents.	
S. V. TALCOTT, GEO. W. WREED, S. VAN VECHTEN,		} Secretaries.

Capt. ISAIAH DOANE, who died at New Orleans on the 6th May, aged 54, was the son of the late ISAIAH DOANE, Esq. of Boston, a descendant of the Plymouth pilgrims, and one of the prominent men of the Jefferson school of politics, throughout the stormy political period which followed the American Revolution. The subject of this notice has been for many years a resident of New Orleans, and at the time of his death was Treasurer of the Second Municipality, and President of the native American Association of that city. He was the author of a project, some time since published at Washington, for cutting a canal through a part of the Isthmus of Darien, to connect the waters of the Gulf of Mexico with the Pacific Ocean, and thus to shorten the voyage to India. During the last war, he was a daring and intrepid commander of a cruiser commissioned by our Government, and in one season was the cause of the release of 105 American sailors from foreign prisons, by the capture of the same number of British-seamen, and their subsequent exchange. Many of his exploits in the North Sea were then matters of record. The escape of his vessel from under the guns of the Norge, 74; his engagement, yard arm and yard arm, with two British vessels, one on each side, and the capture of both; his providential delivery from out of the whirl or dish of the Maelstrom of Norway, have occasionally found their way into the public press, and been read with thrilling interest by those to whom his name was strange. He was a man of warm benevolence and unassuming manners, and was beloved for the goodness of his heart, and

kindness of disposition. An affectionate husband and brother, and an indulgent parent, he died deeply lamented, leaving a widow and four children to mourn his loss. On the occasion of his death, the colors of the shipping at New Orleans were displayed at half mast; and his remains were consigned to the tomb, with demonstration of grief and respect by his fellow citizens.

**EUROPEAN AFFAIRS.**—The aspect of political affairs in Europe seems to us somewhat uncertain. There is manifest uneasiness and jealousy of Russia, both on the part of France and England, which two powers seem to be acting in full concord.

The London papers state that a considerable augmentation was about to be made in the military force of the East India Company, and recruiting for that service was going on in London. A large order for muskets, to the number of 20,000, had also, according to the Morning Post, been given by the Company.

The increase of the British naval force in the Baltic, and the concentration of that in the Mediterranean, at or near the Dardanelles, would all seem to confirm the apprehension, that unless Russia shall satisfy the jealousies of Great Britain by present explanations, a rupture cannot long be deferred.

India is the weak point, as well as a most valuable one of the British empire; and India is within the scope both of Russian arms and Russian arts. A contest between the two nations, for diplomatic superiority and influence over the court of Persia, has long been going on, the motive for which, on the part of Russia, can hardly be explained, as any other than a desire to conciliate in Persia, an indifferent looker-on, at least, if not an actual ally, in any ulterior plans of the Muscovite against the British possessions in India.

In Turkey, too, this same sort of contest is in constant activity, and as the one or other policy, Russian or British, prevails, the Sublime Porte is warlike or pacific in regard to its successfully rebellious Pacha of Egypt.

Peace is undoubtedly and eminently the desire and the policy of Great Britain—and with all the disposition to concede their full weight to the considerations of justice and friendship which have determined her course with regard to the boundary difficulties with this country, it is yet not unreasonable to conclude, that the uncertain condition of affairs in the North of Europe would have deterred her from a less amicable course towards the United States.

The apprehension that, if the torch of war be once again relighted, no one can calculate the extent of the conflagration that might ensue, is alike operative in the case of Turkey; and England and France, both, are earnest in seeking to persuade the Ottoman Porte to abstain from prosecuting the war in Egypt.

We hope, most earnestly, that these pacific intentions and councils will prevail. We should look upon war in any part of Europe, as the signal for a long and bloody exhibition of the opposite and incompatible political opinions which are now at work for the mastery throughout the Old World. So long as the arbitration between them is not one of arms, good only results; for, in such a conflict, one of a peaceful character—and in which votes in representative halls and electoral bodies, political harangues and newspaper writings are the arguments,—truth must, in the end, prevail; and truth can only lead to happiness—individual and national.—*New York American*.

A REAL CREMONA VIOLIN for sale at this office and a case with it, if required. It was manufactured by John Carol Klotz, in Mittenwald, Am. 1767, may be depended upon as genuine, and is said to be well calculated for the leader of an orchestra. Terms made known on application. April 25—3t

# PROCEEDINGS OF CONGRESS IN RELATION TO THE ARMY AND NAVY.

## HOUSE OF REPRESENTATIVES.

MONDAY, JAN. 14.

On motion of Mr. DORR,

*Resolved*, That the Committee on Commerce be instructed to inquire into the expediency of declaring Green Bay and Milwaukee ports of entry; and of making an appropriation for placing buoys at the entrance of the channel of the Neenah or Fox river; and that the report of Lieutenant J. T. Homans, contained in document No. 24 of the documents of this session, be referred to said committee.

On motion of Mr. MILLER,

*Resolved*, That the Committee on Military Affairs be instructed to inquire into the state of the military defenses on the western frontier of the United States, and into the expediency of adopting, for the protection of said frontier, an adequate system of defence; and that the said committee be further instructed to inquire into the expediency of making an appropriation to enable the United States Government to carry into effect such system of defence on said frontier as may be adapted for its permanent protection and security.

On motion of Mr. WHITE, of Indiana,

*Resolved*, That the Committee on Commerce be instructed to inquire into the expediency of amending so much of the act "making appropriations for the improvement of certain harbors therein mentioned, for the year one thousand eight hundred and thirty-six, and for other purposes," approved July 4, 1836, as prescribes the plan for constructing the harbor at Michigan city, so as to authorize the Secretary of War to determine the plan of the same.

Mr. CHRISTOPHER H. WILLIAMS of Tennessee, moved the following resolution:

*Resolved*, That the Secretary of War be directed to report to this House the manner of the expenditure of the hundred and fifty thousand dollars appropriated during the last session of Congress for the erection and repair of arsenals on the western waters, and to specify the particular expenditure on each.

The said resolution was considered and agreed to.

On motion of Mr. DAWSON,

*Resolved*, That the Secretary of War be instructed to report to this House the correspondence between that Department and General John W. A. Sanford, as agent of the Creek Indians west of the river Mississippi, including that part of said correspondence touching the supplies purchased by the officers of Government for said Indians, and how said supplies were disposed of, and by whom, and why; also, the correspondence between said agent and that Department in relation to the missions among said Indians.

*Resolved further*, That said Department be instructed to communicate to this House, how the supplies purchased by the Government for the army, and sent to the Cherokee country during the past year, after the discharge of said army, were disposed of; the quantity of said supplies sold by order of the Government; for how much they were sold, and by whom; and the instructions under which said supplies were sold, and such other information, touching the disposition of said supplies, which the Secretary may think important to be known to this House; and especially whether any order issued from that Department requiring said supplies to be sold for specie or Treasury notes, and in what kind of funds were said supplies purchased for the Government; whether in the bills of the State banks, or specie and Treasury notes.

The said resolutions were read and agreed to.

Mr. TOWNS presented a joint resolution of the General Assembly of the State of Georgia, instructing the Senators and requesting the Representatives of that State in Congress, to urge the immediate adjustment and settlement of claims for horses, the property of volunteer soldiers of Nelson's brigade, lost in the campaign of that brigade in Florida, and its marches to and from Florida; which resolution was referred to the Committee on Military Affairs.

Mr. HOLLEY presented a joint resolution of the General Assembly of the State of Georgia, instructing the Senators and requesting the Representatives of that State in Congress to exert themselves to have compensation made to such persons that had their crops burnt and their property destroyed by the United States troops

south of Wales's line; which resolution was referred to the Committee of Claims.

On motion of Mr. GRANTLAND,

*Resolved*, That the Committee on Military Affairs be instructed to inquire into the expediency of making provision by law, during the present session, for the payment of the troops called into service by the Executive of the State of Georgia, to repel the invasion of the Indians in the neighborhood of the Okafnoka swamp, and the expenses incident thereto; and that a letter from the Governor of Georgia, to the delegation from the State, enclosing one from the acting Secretary of War on that subject, be referred to the same committee.

Mr. CAMPBELL, of South Carolina, moved the following resolution, viz:

*Resolved*, That the Secretary of War be requested to communicate to this House whatever information may be in his possession in relation to the late pursuit and capture of certain reputed Indian refugees and murderers within the territory recently relinquished by a part of the Cherokee tribe of Indians; also, whether the reported execution of one or more of the said Indians, under sentence of an Indian council, held within the limits of one of the States of this Union, with the approbation of an officer of the United States army, is true; and if true, by what authority, if any, the said officer acted.

The said resolution was read and agreed to.

On motion of Mr. SAWYER,

*Resolved*, That the Committee on Commerce be instructed to inquire into the expediency of establishing buoys in the waters of Panlico, Crowatan, and Albemarle sounds, and Chowan river.

Mr. WISE moved the following resolution, viz:

*Resolved*, That the Secretary of the Navy be directed to furnish this House with certain charges heretofore preferred by C. G. Hunter, of the U. S. navy, against Captain J. D. Elliott, of "most violent, unprovoked, and insulting outrages upon the feelings and rights of said Hunter, on a race course near Port Mahon, island of Minorca," and of general misconduct while commanding the Mediterranean squadron; and to furnish the reasons, if any, why the Department has not heretofore ordered a court of inquiry to sit upon said charges against said Elliott; and to furnish, also, copies of the proceedings of the two courts of inquiry which were ordered to try certain charges preferred by said Elliott against said Hunter, upon which said Hunter was acquitted, and upon which the charges of said Hunter against said Elliott were founded.

The rule which requires this resolution to lie on the table one day was suspended by a vote of two-thirds; when the House proceeded to the consideration of said resolution.

And, on the question being put, it was agreed to by the House.

Mr. COLLES moved the following resolution, viz:

*Resolved*, That the Secretary of War be directed to communicate to this House a statement showing the number of Indians annually removed from the eastern to the western side of the Mississippi, from 1789 to 1838, inclusive, with the quantity of land annually purchased of the Indians, the sums of money annually paid to the Indians, and the quantity of land granted each year for common schools, roads and canals, colleges and universities, and to the States, public institutions, and individuals, during the same period.

It was read and agreed to.

On motion of Mr. HOWARD,

*Resolved*, That the Committee on Commerce be instructed to inquire into the expediency of providing by law that all vessels employed in the merchant service of the United States shall be obliged to have on board one or more boys as apprentices, in proportion to the tonnage of the vessel.

Mr. HOWARD presented a memorial of the Board of Trade of the city of Baltimore, suggesting the propriety of passing a law requiring all American vessels of one hundred tons and upwards to take as a part of their crew one or more boys, according to their tonnage, either as apprentices or hired; and that no vessel be permitted to clear without her complement of boys; which memorial was referred to the Committee on Commerce.

Mr. KENNEDY submitted the following resolution, viz:

*Resolved*, That a select committee be appointed to inquire into the expediency of establishing a naval school or academy for the education of young men in-

tended for the naval service of the United States; and that said committee be authorized, if they should deem it proper, to report a plan for the organization of such an academy, the most eligible site for the same, and such other matters relating thereto as they may think necessary to be brought to the consideration of this House.

The said resolution was read, and decided in the negative.

Mr. DARLINGTON moved the following resolution, which was considered, and agreed to:

*Resolved*, That the Secretary of the Navy be directed to communicate to this House any examination or survey that may have been of the harbor of Marcus Hook, on the Delaware river, in the State of Pennsylvania, under the direction of the chief engineer; together with an estimate of the sum of money necessary for repairing and improving said harbor.

Mr. AYCRIGG submitted the following resolution, viz:

*Resolved*, That the Secretary of the Navy be directed to cause to be laid before this House, seven hundred and fifty copies of the chart of Newark bay, and of the sand bars in the vicinity of said bay, recently surveyed by Lieutenant Goddard.

It was read, considered, and agreed to.

Mr. RANDOLPH submitted the following resolution, viz:

*Resolved*, That the Secretary of War be required to furnish this House with a statement of the contracts entered into by the engineer superintending the improvements of Little Egg Harbor, under the several appropriations made for that purpose; also, copies of said engineer's accounts, with a tabular statement of the quantity and kind of the materials (and the prices of the same) used in the work, together with the names of the persons to whom any part of said appropriations have been paid, and the amounts paid to them respectively; and also, that the Secretary of War inform this House of the mode of improvement adopted by said engineer, and wherein it differs from the mode originally proposed for the improvement of said harbor, as well in the cost and permanency of the same as in the manner of construction; and whether the partial destruction of the improvements by storms, and the cost of the same beyond the original estimate, are not owing in a great measure to the departure of the said engineer from the plan of improvement originally proposed, or if not, to what cause the same may be attributed.

It was read, considered, and agreed to.

On motion of Mr. FILLMORE,

*Resolved*, That the Committee on Commerce be instructed to inquire into the expediency of authorizing accurate surveys and charts to be made of such parts of lakes Ontario, Erie, Huron, Michigan, and Superior, and the rivers and straits connecting the same, and the bays and harbors thereof as lie within the boundaries of the United States.

Mr. GALLUP presented a petition of officers of the line of the United States army, praying that the line of the army may be placed upon an equal footing with the several staff corps; which petition was referred to the Committee on Military Affairs.

Mr. PECK submitted the following resolution, viz:

*Resolved*, That the Secretary of War be directed to communicate to this House whether the annuities due Seneca Indians in the years 1837 and 1838 have been paid; and if so, at what time, and in what manner, and by whom the same were paid; and whether any goods have been paid, or offered to be paid, to said Indians on account of any such annuity; and if so, by what authority the same were paid or offered to be paid; and if the said annuities, or any portion thereof, remain unpaid, or were not paid at the time when the same became due, the reason why the payment thereof was delayed; and, also, to communicate to this House copies of all correspondence in relation to the same since the 19th day of March last.

*Resolved*, That he also furnish this House with a detailed statement of the "expenses of the delegation of Senecas of New York, opposed to the treaty," amounting to \$759 23, and the "expenses of the delegation of Indians in favor of the treaty," amounting to \$9,500; and the "expenses of submitting the treaty to the several bands of New York Indians," amounting to \$4,900; and, also, the "expenses of certain Indian delegations," amounting to \$2,630, as contained in a report from the Indian Department, accompanying the President's

message; particularly specifying in each case the names of the persons to whom the money was paid; the amount to each; the time when paid; and the services or other things for which paid.

The resolutions were read, considered, and agreed to. Mr. ALLEN, of Vermont, presented a resolution adopted by the General Assembly of the State of Vermont; which is as follows, to wit:

*Resolved by the Senate and House of Representatives*, That our Senators in Congress be instructed, and our Representatives be requested, to use their influence in obtaining the passage of a law for a more thorough organization of the militia of the United States, and that provision be made for arming, equipping, and disciplining said militia, at the expense of the General Government.

Mr. EVERETT moved the following resolution:

*Resolved*, That the Secretary of War be directed to lay before this House a statement of all allowances made prior to the 30th June, 1834, as an annual compensation for the services of superintendents of Indian affairs, who were such in virtue of holding the office of Governor or Secretary of any of the Territories of the United States; exhibiting the name of the person to whom made, his office, (whether Governor or Secretary,) the name of the Territory, the period for which the allowance was made, the rate per annum, and the amount allowed to each; and also state under what law or regulation such allowances were made.

It was considered, and agreed to.

Mr. TILLINGHAUST submitted the following, which was read, and committed to the committee of the Whole House on the State of the Union, viz:

Whereas examinations and surveys have heretofore been made in the Narraganset bay, in Rhode Island, with a view to military and naval establishments, and reports have been made to the Navy Department, and communicated to Congress, containing evidence of the fitness and advantages of a place upon the waters of that bay for a naval depot;

*Resolved by the Senate and House of Representatives of the United States in Congress assembled*, That the Secretary of the Navy, as soon as may be, cause such further examinations and surveys to be made as are, in his opinion, necessary for ascertaining the fitness and the relative advantages and disadvantages of a place in the said Narraganset bay for a naval establishment, yard, and depot, on shore, and the best location thereof in said bay, with estimates of probable expense; and that said estimates and the reports of said examinations and surveys, when made, and all such evidence as is now or may then be in possession of his Department as to such fitness and advantages or disadvantages, be by the said Secretary communicated to Congress as soon as may be, with such views and opinions as he may deem important.

*Resolved, further*, That, for carrying this resolution into effect, there be now appropriated, and there is hereby appropriated, the sum of one thousand dollars, out of any money in the Treasury not otherwise appropriated.

On motion of Mr. TILLINGHAUST,

*Resolved*, That the Committee on Commerce be instructed to inquire into the expediency of providing, by an appropriation, for the removal of obstructions to navigation in Providence river, at and near the port of Providence and Pawtuxet.

On motion of Mr. NOYES,

*Resolved*, That the Committee on Military Affairs be instructed to inquire into the expediency of reporting a bill making an appropriation for the perfecting a road, required for use as a military road, along the northeastern frontier of the United States, from the town of Eastport to the town of Houlton, both in the State of Maine, as recommended in the report of General John E. Wool and Major James D. Graham, of the United States army, made to the Department of War December 29, 1838.

On motion of Mr. WORD,

*Resolved*, That the Secretary of War be requested to communicate to this House, at as early a day as convenient, what number of bow-taw claims for reservations under the 14th article of the treaty of Dancing Rabbit creek has been examined by the board of commissioners appointed under the act of the 3d of March, 1837; what number of applications has been made for examination, and not yet examined; and, also, all information in the



possession of the Department relating to the claims of the Choctaws under the article of the treaty above mentioned; together with all information touching the contingent locations made by George W. Martin, and the instructions or authority under which said locations were made.

TUESDAY, JAN. 15.

The Speaker laid before the House a letter from the Secretary of the Navy, transmitting a copy of the survey and chart of the Southern coast of the United States, from Tybec bar to Hunting Island, May river, directed by the act of Congress of the 3d of March, 1837, with a view to the practicability of establishing a naval depot within the waters embraced in the survey; which letter and accompanying documents were laid on the table.

## ARMY.

### OFFICIAL.

GEN. ORDERS, } ADJUTANT GENERAL'S OFFICE,  
No. 21 } Washington, May 31, 1839.  
I. The resignations of the following officers have been accepted by the President, to take effect at the dates set opposite to their respective names:  
1st Lieut. E. W. Morgan, 2d arty., 31 May, 1839.  
1st Lieut. J. M. Wells, 7th infy., 31 May, "  
Asst Surgeon E. B. Wolcott, 15 April, "  
Asst Surgeon B. F. Fellowes, 30 May, "

II. In conformity with General Regulations, Brevet Major Zantinger, 2d artillery, senior Captain serving with his regiment, is hereby assigned to duty according to his brevet rank, during the absence of the Major.

BY ORDER OF MAJOR GENERAL MACOMB;  
R. JONES, Adj't Gen.

### SPECIAL ORDERS.

No. 36, May 31—Asst Surgeon Sater, assigned to duty at Camp Washington, near Trenton, N. J.

SPECIAL ORDERS, } ADJUTANT GENERAL'S OFFICE,  
No. 37. } Washington, June 1, 1839.  
The six companies of the 2d regiment of dragoons, ordered to be withdrawn from the Florida service, will take post at Fort Columbus, whither the Colonel will repair and assume command until further orders. The horses of these dismantled companies, instead of being sent to Jefferson Barracks, as directed in General Orders of the 19th of May, will now be turned over to the Quartermaster's Department at Garey's Ferry, for such disposition as the Quartermaster General may direct.

BY ORDER OF MAJOR GENERAL MACOMB;  
R. JONES, Adj't Gen.

No. 38, June 4—At the request of the Commandant of the Military Academy, 1st Lieut. Thomas Johns, 8th Infy., assigned to duty at West Point, in the Department of Tactics, where he will report without delay.

1st Lieut. B. R. Alden, 4th Infy., relieved at the Military Academy, and assigned to temporary duty at the Principal Depot, Fort Wood, to report accordingly to Superintendent Recruiting Service at New York.

The 3d artillery, ordered to Fort Columbus, instead of being sent to the posts on the Gulf of Mexico, as previously ordered by the General-in-Chief. This regiment (the greater portion of it) has been long serving in Florida, and will probably join the Camp of Instruction near Trenton, N. J., very shortly after its arrival in the harbor of New York.

## NAVY.

### ORDERS.

May 29—Comm'r. Joel Abbot, Navy Yard, Boston. Lt. R. Semmes and Mid. A. Murray, steamer Poinsett; and Lieut. J. M. Gardner relieved from orders to the Poinsett.

Lieut. C. K. Stribling, Rendezvous, Norfolk, vice Lieut. Win. Green, relieved.

June 1—Capt. G. W. S. Orr, command of Receiving ship at Boston, vice Lieut. J. B. Montgomery, relieved. Comm'r. W. K. Latimer to the Mediterranean, to relieve Comm'r. Percival in command of the Cyane.

Lieut. W. S. Ogden, Navy Yard, New York.

3—Surgeon J. F. Brooke, Navy Yard, Boston.

### U. S. VESSELS OF WAR REPORTED.

MEDITERRANEAN SQUADRON—Ship Ohio, Captain Smith, bearing the broad pendant of Commo. Hull, sailed from Mahon for Gibraltar, April 14.

Ship Cyane, Commander Percival, at Marseilles, April 20.

EAST INDIA SQUADRON—Frigate Columbia, Commo. Read, at Singapore, Feb. 5.

WEST INDIA SQUADRON—Frigate Macedonian and ship Vandalia proceeded up and anchored off the city of Pensacola in the early part of the week before last.

Ship Levant, Comm'r. Paulding, arrived at Pensacola on the 23d ult., in ten days from Havana. Comm'r. P. is to be succeeded by Comm'r. Smoot in the command of the Levant, agreeably to previous arrangement.

Schr. Otsego, P. Mid. E. T. Shubrick acting commander, arrived at St. Augustine, May 20, from Key West and a cruise.

EXPLORING SQUADRON—A whaler at Nantucket reports having spoken, on the 24th March, in lat. 54 30, long. 79 46 west, the U. S. ship Relief, forming one of the Exploring squadron. The Relief was lying at anchor under the south side of Teria del Fuego, and in a heavy gale of wind had dragged her anchors and came near drifting on a reef. She was ultimately obliged to slip her chains, leaving the muckos and three hundred and seventy fathoms chain. She would put into Valparaiso to refit. The rest of the fleet was gone south, all well.

## MARRIAGE.

In Jefferson co., Va., on the 23d ult., Lieut. ALEXANDER G. GORDON, of the U. S. navy, to JULIET A., daughter of H. L. ORIE, Esq.

**MILITARY AND NAVAL SERVICE.**—Just imported direct from London, and this day received for sale by F. TAYLOR, Bookseller, Washington, the following new works on Naval and Military Science, most of which contain many engravings:

Naval Routine, by Lt. Fordyce, Royal Navy, 1 vol.  
Military Surveying, Reconnaissance, &c. by Major Basil Jackson, Royal Staff corps.  
Modern Fortification, by Lt. Col. Humphrey, Royal Artillery, 1 vol.  
Wellington's Despatches, 12 vols.  
The Constitution and Practice of Courts Martial, by Capt. Simmons, Royal Artillery.  
Glasecock's Naval Officer's Manual, 2 vols.  
Engineer's Pocket Book for 1839.  
Transactions of the Corps of Royal Engineers, 2 vols. quarto.

Lieut. Col. Hawker on Fire Arms.  
The King's Regulations and Orders for the Army.  
The Manufacture and Proof of Gunpowder, by John Braidock, Commissary of Ordnance.  
Griffith (Capt. Royal Navy) on Seamanship.  
Tredgold on the Steam Engine and Steam Navigation, 2 vols. quarto.

Capt. Sir John Ross on Steam Navigation, as connected with naval warfare, 1 vol. quarto.  
Belcher on Marine Surveying.  
Robson's Marine Surveying.  
Mackenzie's Marine Surveying.  
British Nautical Almanac for 1842: (1843 shortly expected).

Bruff's Engineering Field Work.  
Col. Pasley (Royal Engineers) on Geometry and Plan Drawing, being the first volume of a course of military instruction.

Last edition of Clerk's Naval Tactics.  
Sir Howard Douglas on Naval Gunnery.  
Sir Howard Douglas on Military Bridges, &c.  
And many other valuable works of the same class, received in former importations.

Also, all the new, as well as most of the known valuable standard works on Geology, Mineralogy, Engineering, Architecture, Practical Mathematics, &c. &c. both English and American, in all their various branches, all at the lowest prices.

\* \* Books, Stationery, Mathematical Instruments, &c. &c. imported to order from London and Paris; also the United Service Journal and other Periodicals.

\* \* Daily expected, "Magrath's Progress of the Art of War," "James on Courts Martial," "Mitchell's thoughts on Tactics," &c. &c. and what other military and naval works may have been published in the interim in England.

\* \* Orders by mail carefully attended to. May 23—31

# ARMY AND NAVY CHRONICLE.

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WASHINGTON, THURSDAY, JUNE 13, 1839.

[WHOLE No. 232.]

## FOREIGN MISCELLANY.

*From the United Service Journal, for May.*

### NOTES ON THE MILITARY ESTABLISHMENTS OF THE UNITED STATES.

The founders of American independence, in framing the constitution of the United States, reverred, from necessity, the principles upon which military establishments had been founded for ages. They decreed that the power of declaring war, and of creating the means of offence and defence, should be placed in the hands of Congress. The military force of the confederation thus became the offspring of popular legislation. Jealousy of military power has always been a practical feeling in America. Its influence was felt by the colonies before the rupture with the parent state, and was among the exciting causes of the rebellion; and it required all the difficulties, and even occasional desperation of the struggle, to restrain it from embarrassing every measure of the war. The provisional Congress, however, was often compelled to abandon its narrow prejudices, when the fate of their cause was in jeopardy, and once or twice confided to General Washington an almost dictatorial power.

The war of the Revolution ended in 1783; and in April, 1785, the military establishment of the United States was fixed at one regiment of infantry and two companies of artillery, or about 800 men. The causes of this abandonment of the means of self protection, were the exhausted condition of the country, and that absurd policy which regards soldiers as useless, and even dangerous, when not required for immediate service. This establishment was, however, quickly discovered to be too small for a state, whose most important relations were still unsettled, and with a host of unquiet and formidable neighbors upon its interior frontiers; for the Indians, it will be recollected, did not bury the tomahawk at the pacification, which terminated the revolution; it was therefore augmented, at the expiration of two years, by 700 men. At this standard the military establishment remained until 1790, when, under the new constitution then enacted, it was fixed at one regiment of infantry and one battalion of artillery, embracing 1,216 men. The President was, at the same time, authorized to call into service such militia, for the defence of the frontiers, as he might deem necessary. In 1791, the establishment was again increased by the addition of another regiment of infantry, and the President was empowered to raise 2,000 *levies*, as they were termed, in lieu of the militia he had before been authorized to call out. In 1792, the infantry was still further augmented by three additional regiments; one of which was so organised as to embrace a squadron of four troops of light dragoons. In 1794, 800 men were added to the artillery, which was thenceforward to be styled the Corps of Artillerists and Engineers. The battalion had hitherto been under the command of a Major; a Lieutenant Colonel, four Majors, and sixteen Captains were now placed in authority over the newly-formed corps. These several additions to the establishment fixed in 1790, formed a force of about 6,000 men.

Our readers who are familiar with the American history of that period, will recollect that it was one of constant and increasing hostility with the Indians, and that a considerable part of the frontiers was unprotected, and not unfrequently drenched with the blood of the settlers. President Washington, at each session of Congress, reiterated his strong and eloquent representations of the existing state of things,

and urged the necessity of investing the Executive with power to protect the defenceless, and chastise those whom he deemed the aggressors. Washington has somewhere said, that "The devising of a well regulated militia would be a genuine source of legislative honor, and a perfect title to public gratitude." With the lesson of the Revolution on his mind, he often earnestly renewed his recommendations to Congress, to turn their attention to this important subject, while they "were able to avail themselves of the military knowledge disseminated throughout the several States by means of the many well-instructed officers and soldiers of the late army." In 1790 Gen. Knox, the Secretary of War, presented a plan to Congress relating to the militia, but could not induce that assembly to adopt it; and it was not until 1792 that there was any successful legislation on this subject. An act was then passed, "more effectually to provide for the national defence, by establishing a uniform militia throughout the United States," the provisions of which still form the basis of the militia system. This act required, with certain exceptions, "every free able bodied white male citizen of the respective States," between the ages of eighteen and forty-five, to be enrolled; and, prescribing the mode of enrollment, formed a broad and simple outline of organization, which the co-operation of the State laws could easily fulfil. It further required every man so enrolled "to provide himself, within six months," with arms and equipments. An Adjutant General was directed to be appointed in each State, in order to collect all returns and reports, and present them annually in a consolidated form to both State and General Governments. These, together with a mode of discipline, which has been subsequently changed and assimilated to that of the regular army, were the principal provisions of the first militia act, and are yet the basis\* of that now in existence. The mode of carrying it into operation was, of course, left to the State legislatures.

While Congress was thus laying the foundation of a national militia, a distrustful and improvident policy still pervaded it as respects the regular army, which, perceiving no danger so great as that which might arise from placing an army at the disposal of the Executive, dealt out the means of defence with such a sparing hand, that it was not until two abortive campaigns against the Indians, and two or three signal defeats, had shown the irresistible necessity of more vigorous measures, that the President was enabled to bring the war to a successful close. The general European war now broke out, and the might of the British navy admonished the Americans that they were vulnerable by sea-board. The President was accordingly directed, in March, 1794, to fortify twenty principal ports on the coast, and to establish three or four arsenals, with magazines and armories connected with them. This was accordingly done, and 370 pieces of ordnance distributed among the fortifications.

In May, 1796, the military establishment was again fixed, embracing the corps of artillerists and engineers, at two companies of light dragoons and four regiments of infantry, or about 3,000 men; and at this standard it continued throughout the remainder of Washington's presidency. The general commotion in Europe alarmed the Congress, and, converting it from its previous niggardly and mistrustful policy, obliged it to place greater confidence in the

\* The arms of the militia are, we believe, now provided by the General Government from the national armories.

Executive. Accordingly, the presidency of Mr. Adams was marked, from its commencement, by frequent and extensive augmentations of the military force. In April, 1798, an additional regiment of artillery and engineers was raised; and, in the following month, the President was invested with power to raise, during the recess of Congress, 10,000 men for the term of three years, and to accept of any company or companies of volunteers which might be offered for service. This latter authority incontrovertibly proves the confidence of Congress in the Executive, as it was almost equivalent to a power commensurate with the force of the entire militia, provided a spirit of volunteering were generally prevalent. About a year after this, the President was conditionally authorized, to use the inverted phraseology of the act, "to organize and cause to be raised" an additional military force, to consist of twenty-four regiments of infantry, one regiment and one battalion of riflemen, a battalion of artillery and engineers, and three regiments of cavalry. But the spirit of distrust was again insinuating itself into the legislature, and the same act limited the number of volunteers, which could be accepted by the President, to 75,000. The amount of force, including regulars and militia and volunteers, which President Adams was, under certain exigencies,\* empowered to raise, exceeded considerably 100,000 men.

The difficulties which existed with France, and which had principally given rise to these preparations, were adjusted in 1800, when the army was reduced to four regiments of infantry, two regiments of artillery and engineers, and two troops of light dragoons. Again, in 1802, under the pacific auspices with which Mr. Jefferson began his administration, the military establishment was still further diminished, being fixed at one regiment of artillery, two regiments of infantry, and a corps of engineers. "We keep in service," said Jefferson, in a letter† to Kosciusko, dated April 2, 1802, in answer to an application from that illustrious man for military employment for some brother refugees, "no more men than enough to garrison the small posts dispersed at great distances on our frontiers, which garrisons will generally consist of a captain's company only, and in no case of more than two or three, in not one of a sufficient number to require a field officer; and no circumstances whatever can bring these garrisons together, because it would be an abandonment of their forts." The same law which reduced the military establishment, consolidated the artillery into one regiment; having one Colonel, one Lieutenant Colonel, four Majors and twenty Captains; formed the engineers into a separate corps, and stationed them at West Point, where they were constituted a military academy, thus laying the foundation of an excellent institution, now flourishing with credit and usefulness.

No change was made in the force of the military establishment from 1802 until nearly the close of Mr. Jefferson's presidency. In April, 1808, the disputes with this country having assumed a serious appearance, an additional military force was authorized, to consist of five regiments of infantry, one regiment of light artillery, and one regiment of light dragoons, augmenting the establishment already on foot by about 6,000. "depending always," said Jefferson, "on our militia for the operations of the first year of war." The cost of the establishment so increased was about 2,400,000 dollars. The act creating this augmentation contained a clause, which required that every officer appointed under it should "be a

citizen of the United States, or one of the territories thereof." Previous to this time, many foreign officers had been introduced into the American service, some of whom had not taken the oath of allegiance. In consequence of a temporary arrangement with Mr. Eiskine, the British minister at Washington, the recruiting under this act was suspended about a year afterwards, and was not renewed until within six months before the declaration of war. Shortly after this renewal, early in 1812, Congress passed an act, authorizing an additional military force of 25,000 men, to consist of ten regiments of infantry, two regiments of artillery, and one regiment of light dragoons. The two regiments of artillery, levied under this act, differed from the one already in existence, in having two Lieutenant Colonels each, and only two Majors; but in 1813, the three regiments again changed their forms, and were united in a corps, having six Lieutenant Colonels, six Majors, and forty-eight Captains. In the beginning of 1813, twenty additional regiments of infantry, or 20,000 men, were authorized; and, in the beginning of 1814, three additional regiments of riflemen. At the last period, the artillery again changed its form, and became a corps, having six Lieutenant Colonels, six Majors, and forty-eight Captains. No further augmentations were made to the regular force during the war.

It would appear, from the foregoing statement, that the nominal regular force on foot, during what the Americans call "the war of 1812," was between 60,000 and 70,000. It is not, however, probable, that the establishment was ever effectively complete. The recruiting service held out powerful inducements to enlist, the bounties having been enlarged, until the recruit, besides his monthly pay of eight dollars, was offered fifty dollars when enlisted, an additional fifty when mustered, and twenty-four dollars and 320 acres of land at the expiration of his term of service. The enlistment was for five years, or during the war. The widow, child, or parent of any person enlisted, who was killed or died in the service, was to be entitled to receive the same bounty in land. These tempting baits were rapidly swallowed; but the pressing exigencies of the war, transferring the raw soldier immediately from the rendezvous to the scene of action, left no time for the operation of that preliminary discipline, which gives cohesion and efficiency to a body of men. Hence battalions, which marched from the rendezvous complete as to numbers, before they reached the frontiers were often reduced, by desertions, to meagre detachments.

A question of vital importance to the military defence of the Union arose during this war, as to the militia law, which is too important to be omitted here. The value of a militia, let us observe *en passant*, in a country where the demand for labor is large and wages high, and, consequently, where there is every difficulty in the way of voluntary and unpaid enlistment into a regular army, cannot be too highly estimated. It is in point of fact, on the militia that the early hardships of every American war must press, and the standing troops must, in the first instance, be merely subsidiary to it. The American constitution enacts, sec. viii., that the Congress shall have the power "to provide for the calling forth the militia to execute the laws of the Union, suppress insurrections and repel invasions." No sooner had war been proclaimed in 1812, than the President called on the governments of the States to place their respective militias at the disposal of the General Government. The States of Connecticut and Massachusetts were required to despatch detachments of their militia to the maritime frontiers, but they refused to comply with the demand. The objection of these States to respond to the demand was, that it belonged to the Governors of the several States to determine when any of the exigencies contemplated by the constitution of the United States existed, so as to require them to place the militia in the service

\* A statement of these exigencies would require explanation, and lead us more into the then political situation of the United States, than is consistent with our present object.

† Correspondence, vol. iv. p. 115

‡ Jefferson's Correspondence, vol. iii. p. 498.

of the Union, and under the command of the President. A different construction would, it was asserted place all the militia, in effect, at the will of the Congress, and produce, what it was one object of the constitution to avoid, a military consolidation of the States. The Governor of Massachusetts, on consulting the Judges of the Supreme Judicial Court on this interesting point, received their implied sanction to his construction, which the President designated as "novel and unfortunate." He also justly observed in his message to Congress, in November, 1812, that if the authority of the United States to call into service and command the militia could be thus frustrated, they were not one nation, for the purpose most of all requiring it. Neither party would give way, and this embarrassing question remained unsettled until 1827, when the Supreme Court \* of the United States solemnly decided, that it belonged exclusively to the President to judge when the exigency arises, and that his decision was conclusive.

Peace was ratified with Great Britain in February, 1815, at which time the American regular army was 32,160 strong, exclusive of commissioned officers, distributed thus: Infantry, 25,174; artillery, 3,467; riflemen, 1,818; dragoons, 1,001; and light artillery, 673. During the war, each regiment of infantry consisted of 18 companies, of 100 privates each, and formed two battalions; the artillery regiments were composed of 20 companies, of 72 privates each; the rifle regiments of 10 companies of 90 privates; the dragoon regiments of 12 companies of 80 privates; and the light artillery was formed into one corps, and organized into 12 battalions, each battalion being composed of 48 companies. The estimates laid before Congress for the establishment of 1815, which it was proposed to increase to 62,000 men, were 29,400,000 dollars. The militia of the United States, liable to be called out during the late war, rather exceeded in number 700,000. By the last general returns it is estimated at 1,333,091.

Among the first objects which engaged the attention of Congress, after the termination of the war, was the reduction of the army to the standard of peace. The war, it will be recollected, had disturbed nearly all the Indian tribes on the interior frontier, and most of them were actively engaged against the States. The peace with England had only nominally pacified many of our red allies. Under these considerations, the States' executive recommended that the military establishment to be reserved out of the army then on foot should be 20,000 men. Congress, however, was of opinion that such an establishment was far beyond what the necessities of the Union demanded, and determined that half the number, 10,000 men, would be sufficient. The United States was, at the same time, divided into two military divisions, and these divisions were subdivided into nine military departments. On the 19th of May, 1837, an alteration was made in the line marking the limits of the two great military divisions of the federation. This line now commences at the mouth of the Mississippi, thence proceeding up that river to Cassville, in the territory of Wisconsin; and thence north to the line of demarcation between the United States and Canada. These two divisions, designated the eastern and western, are subdivided into seven departments, and have each a Brigadier General as commander. In 1821, the relations of the States with the Indians, as well as with European nations, having become settled, and confirmed by a peace of some duration, the same authority resolved that 6,000 men were an establishment adequate to answer all the demands of the public service, simplifying the organization by suppressing the light artillery and riflemen, corps which had served rather

to diversify than to improve the means of defence. From the period of this reduction to the present time, the military establishment of the United States has, from time to time, been slightly increased. By the last general return it is estimated at 7,958 men, of which number 648 consists of commissioned officers. It is divided into two regiments of dragoons, 1,335 strong; four regiments of artillery, 1,606 strong; seven regiments of infantry, 3,118 strong; and 1,418 recruits and unattached soldiers. This force is under the command of Major General Macomb, General-in-chief, whose head quarters are at Washington. This force is, however, susceptible of considerable enlargement, without any increase of regimental officers, or losing much of its immediate efficiency. The cost of this establishment, with the ordnance, superannuated, and all other departments connected with the service, averages about 4,000,000 dollars. The American army is assigned for the protection of the maritime and interior frontiers. The artillery is necessarily broken up into small detachments, corresponding with the number of fortifications. The dragoons infantry is chiefly stationed on the interior frontier; and, as the Indians are held in check better by a few large bodies than by many detachments, they are now more concentrated. The policy of Mr. Calloun, in advancing far within the Indian country the cordon of posts, has, we believe, been generally followed by his successors in the War Department.

During the last war with England, it cannot be denied that the American army labored under some disadvantages which now no longer exist. At that time, it may be said, there was no established system, either of tactics, discipline, or administration. Steuben's work, the Manual of the Revolution, had been suffered to sink into disuse, and its place had been supplied by a selection from more modern systems, as suited the taste or caprice of the officers. The regulations were *lex non scripta*, founded only on usages or orders which were no longer accessible. Thus the officers of regiments raised in 1812, were left almost entirely to conjecture as to every point of duty. Two attempts were made early in the war to introduce new systems of infantry tactics, both of which appear to have been only partially successful. A resolution passed Congress, early in 1813, "requiring a military system of discipline for the infantry of the army and the militia of the United States" to be prepared. A board of officers was constituted, which compiled a system of *Infantry Tactics*, from the most modern and approved works, which was adopted, and which, as revised in 1824, is now, we believe, the guide of the army. The artillery was, however, still, and always had been, without any established guide; and there was no system of general police and regulation. Both these deficiencies were supplied in 1821. \* A *Treatise on Artillery*, by Gen. Hallemand, was then adopted by the President for the service of the United States; and, during the same year, a *System of General Regulations* was compiled by Major General Scott, from the English and French services, which has since been enforced throughout the army. In 1825, Mr. Trueman Cross compiled and published, under the authority of the War Department, *The Military Laws of the United States*, a volume which contains a complete code of its army legislation, from the commencement of the Government down to that time. We do not venture at present to express an opinion, as to how far these systems are calculated to produce uniformity and efficiency; they have, doubtless, in many respects, been subsequently improved; but no one can glance over the military laws, without being struck with the want of regularity and congruity, which prevails throughout the army legislation of the United States.

There were, down to within the last few years, in the Union, two national armories, and twelve national arsenals. Whether there may have been

\* The reader who desires more minute information on this subject may refer to Kent's Commentaries on American Law, vol. i. p. 262, edit. 1832.

others lately instituted we are not aware ; but those that we refer to are still in existence. The armories are at Springfield, Massachusetts, and at Harper's Ferry, Virginia. The arsenals are at Watertown, Massachusetts ; Waterlivet and Rome, New York ; Baltimore, Maryland ; Washington, District of Columbia ; Richmond, Virginia ; Augusta, Georgia ; Frankford and Pittsburg, Penn ; Baton Rouge, Louisiana ; and Detroit, Michigan territory. Arms and accoutrements are manufactured at the two armories ; accoutrements, gun carriages, &c., are also made at several of the arsenals, while some of them are merely used as depots. There are, we believe, no public foundries for casting ordnance, the supply being obtained from private establishments. Lead is obtained in ample quantities from the public mines.

Previous to the Revolution, Great Britain had paid little attention to the fortifications of her maritime frontier in America. When that event broke out, the continental Congress quickly felt the necessity of an increased maritime defence ; and, early in 1776, a committee of that body was appointed " to consider of the fortifying one or more posts on the American coast, in the strongest manner." Whatever number of posts might have been erected in consequence of this resolution, few of them remained at the close of the war ; for, before the peace, the British navy had made its way into every important harbor except Boston.

In 1794, the seaboard continuing naked, acts were passed by Congress, directing the principal ports of the United States to be fortified, under the direction of the President, and as he might judge necessary. The want of means precluded the working out of this intention effectually, and a few imperfect and perishable works, for the protection of the principal seaports, were the only results of this legislation. Ten years elapsed before the attention of Congress was again directed to the subject of fortifications. In the beginning of 1808, an appropriation of one million of dollars was made, to enable the President to repair and finish such works as had already been completed or begun, and to erect others. Under this act, most of the harbors of any importance in the United States were fortified. But, as the works had been deferred until the moment of urgent necessity, they were generally planned without much regard to the rules of fortification, and without any view of a general system of defence, and were hastily constructed of perishable materials. These fortifications, however, imperfect and in-efficient as they were, afforded considerable protection to the country during the subsequent war ; but, after its conclusion, they mostly fell into a state of dilapidation, or were kept from falling into that state by frequent and expensive repairs.

Soon after peace had been established, a plan of surveys was settled and put in operation by Congress. It embraced a complete examination of the coast, so far as it could enter into a general system of national defence. Each harbor or bay was accurately and deliberately explored, in regard of its capacity for defence both by land and water ; all the advantages and disadvantages of localities were attentively compared ; the magnitude of both the immediate and remote interests to be protected was brought into consideration ; and afterwards the whole combined into one view in order to produce a general result. Upon these surveys and calculations, a general system of national defence was formed, which was submitted to Congress in 1819-20, approved, and an immediate appropriation was made for its commencement. Much of these reports has been published, but those parts which would be invaluable to an enemy have, of course, been withheld.

In one series of these reports,\* Burwell's bay, in

James river, and Charlestown, near Boston, were recommended as the most proper sites for the great naval arsenals of the south and of the north. Hampton and Boswell roads as the chief rendezvous, and Narragansett bay as an indispensable necessary to Boston road. Mobile bay, on the Gulf of Mexico, St. Mary's, in the Chesapeake, the Delaware, New York bay, Buzzard's bay, New London, Marblehead, Portsmouth, Portland, the mouths of the Kennebec and Penobscot, and Mount Desert bay, were fixed on as stations and ports of refuge.

The works proposed by the plan were divided into three classes. Those which were embraced in the first class were recommended to be commenced as soon as possible, and to be completed as fast as the resources of the country would admit. They were twelve in number, constituting the cardinal points of the defence, " to prevent an enemy from establishing himself, by means of a navy, in any strong position ;" they included Boston, Newport, New York, the river Delaware, the Chesapeake, Mobile, the mouths of the Mississippi, and some ports in North Carolina. The second class included twenty works, which were recommended not to be commenced until a later period, probably not until those of the first class were completed. The third class embraced seven works, to be postponed to a still more remote period. To these, a fourth class was subsequently proposed " containing such works as would be necessary only conditionally." Of the works proposed in the second class, some were only subsidiary to those of the first class, intended to render them more effectual ; others were of an independent character, such as those which are to be at the mouths of the Potomac and of the Patuxent ; those on the coast of Connecticut, Massachusetts, and Maine.

The estimated expense of completing the proposed system of fortifications, was about seventeen millions of dollars. They were immediately commenced, and are in a course of gradual completion, their progress being regulated by the resources of the country, and the necessity of a careful and proper execution. The Delta of the Mississippi, and the work on Mobile Point, forming a subsidiary part of the same point, were the earliest objects of attention, and worthily so, when we reflect how intimately these fortifications are connected with the protection of New Orleans, and the multitudinous interests attached to its safety. The other works belonging to the first class, also claiming early attention, were those which defend Hampton Roads, New York, and the harbor of New Port. For these, and other national works of the same description, Congress has annually, not, however, without opposition, appropriated sums varying from 400,000 to 600,000 dollars ; and, under the direction of its engineers, the map of the United States is dotted with fortifications, such as Fort Adams, at Benton's Point ; Fort Hamilton, New Utrecht Point ; Fort Monroe, Old Point Comfort ; Fort Calhoun, Rip Rap Shoal ; Fort Jackson, at Claquemine Bend ; Fort Macon, Hogue Point, &c., &c.

Our readers who have been accustomed to observe the progress, and reflect upon the tendency of the United States' institutions, have doubtless remarked the rapid progress of the Military Academy at West Point, in the public estimation of the Union. It is now one of its most favored establishments. The comprehensive mind of Washington first suggested the necessity of an establishment, where a portion of the youth of his country might be constantly employed in acquiring such fundamental knowledge as is generally esteemed indispensable for the attainment of much proficiency in the science of modern warfare. The views of Mr. Adams were in harmony with those of Gen. Washington on this subject, but circumstances prevented their consummation during the administration of either ; nor was

\* Engineers' reports presented to Congress in 1819, 1820, and 1821.

this finally accomplished until Mr. Jefferson was placed at the head of the Government. Under his fostering care this seminary was first organized, though on a plan differing considerably from the existing one, and much more limited in its objects and operations. It was not, however, until 1817 or 1818 that the principal improvements were introduced, and the academy assumed that interior arrangement as to classification, discipline, division of studies, &c., which has since given it a high character for utility, and made admission into it a matter of competition.

The number of its cadets is limited by law to 260, and each State is entitled to have one cadet always at the academy from each of its Congressional districts. The aggregate of the quotas of the States being but 213, there remain more than forty vacancies, which are usually filled by young gentlemen from the territories of Columbia, by sons of officers of the army and navy, and other persons selected by the President and Secretary of War.

The general object of the West Point Academy is, "to furnish to the army a supply of efficient officers; to the militia an intermixture of well trained citizens, qualified on emergency to discipline that last and best arm of republics; to internal improvements a corps of engineers, capable of giving wholesome direction to the spirit of enterprise which pervades our country."\* To realize these expectations, the following is a cursory view of the subjects embraced in its course of study.

The first year is devoted entirely to the French language and mathematics, "in each of which there is a daily recitation." During the second year, mathematical studies are attended to every day, and French three times a week, the other days being partially devoted to copying, with crayon, models of the human figure. The mathematical and French courses are completed in the two first years. The former course consists of algebra, geometry, trigonometry, surveying, descriptive geometry, the principles of shades, shadows, and perspective, analytical geometry, conic sections, and the integral and differential calculus. These subjects occupy about three-fourths of the students' time for two years, and, says the report of visitors for 1830, "appears a pursuit of somewhat all-engrossing character. To a certain extent mathematics are indispensable, and must occupy much time; but, beyond that universal test, utility, we think they ought to give place to studies of equal importance."

The third year is devoted to the various branches of natural philosophy and chemistry, and to the completion of the course of drawing. The afternoons of about half this year are employed in copying sketches of landscapes, &c., and the remainder in the copying of topographical drawings. Connected with this topic, the report we have already quoted remarks: "An astonishing proficiency in drawing proves that no ordinary praise is due in that department; but its character is entirely civil, and confined to the imitation of pictures and models. Is it not essential that military surveyors should be accustomed to sketch nature readily and accurately?"

Thus far every thing is but preliminary. The main object of the institution is to qualify the pupil for the performance of all the duties of a military life; and, by way of preparation, he is carefully disciplined in the various duties of a soldier and an officer, "from the handling of a musket to the commanding of armies." The use of the various instruments of attack and defence; the construction of military works, both permanent and temporary, and the most approved methods of attacking and defending these works; the manner of conducting the marches of armies, and of disposing of the different

arms, with a view to their mutual protection and assistance in cases of emergency; minor tactics, or the evolutions of troops, whether in small or large bodies; and the more exalted and complicated principles of grand tactics, or *strategy*, are each in turn carefully attended to, so far as theory and the lessons of experience extend.

Besides these military subjects, studies of a different nature are made to engage a large portion of the pupil's attention during the fourth and last year. Civil engineering, in its multifarious compartments, viz: the construction of roads, canals, bridges, and railroads, together with the elements of carpentry and architecture, holds an important rank. Rhetoric, and national and constitutional law, added to the studies we have enumerated, embrace the chief objects of attention at this institution. The academy possesses an excellent library, embracing the most approved works, French and English, connected with the object of the institution.

The number of cadets who, having graduated, annually leave the academy, is, we believe, about forty, of whom as many as are required for the immediate necessities of the service, receive commissions in the order in which they stand, on what is termed the roll of merit. The others are discharged, having received diplomas as testimonials of their character and standing.

An annual examination of the students takes place, to which a number of gentlemen, distinguished for political and scientific attainments, are invited; and they make a detailed report of their impressions concerning the institution to the Secretary of War. Some of these reports are full of most unqualified encomium; indeed, they are almost universally favorable to the utility of the establishment.

In despite of the general popularity of the West Point Academy, there are many who profess to believe it not only useless, but absolutely injurious in its effects upon the public interests. Some oppose it on the abstract ground, that genius and courage alone are enough to ensure distinction in the military profession, more especially in a country of which every citizen is a soldier, forgetful of what their countryman, Hamilton, well remarked, that "war, like most other things, is a science to be acquired and perfected by diligence, by perseverance, by time, and by practice." Others object to it on specific and internal grounds, into which it would be idle here to enter. It may have faults, but the advantages derived from it are great, and will, doubtless, be permanent.

About the year 1824, Mr. Calhoun established an artillery school of practice at Fort Monroe, Old Point Comfort, Virginia, for the purpose of practically instructing the four regiments of artillery, successively, through a course of two years, in all the duties belonging to that branch. This establishment, like most of Mr. Calhoun's plans, had great utility in view; but sufficient attention, it was then stated, had not been paid to preliminary details, and the local situation of the school was also said to have been chosen, or, at least, occupied prematurely.

In the foregoing sketch we have avoided any, but merely incidental, remarks on the militia of the United States. We trust hereafter to have an opportunity of laying some observations, on that department of the military force of the Union, before our readers, as well as of entering somewhat into detail on other matters which at present we have only glanced at.

EXPERIMENTAL SUBTERRANEAN AND SUB-AQUEOUS EXPLOSIONS AT CHATHAM BY THE VOLTAIC BATTERY.—For several months past the Royal Engineers at Chatham, under Colonel Pasley, have been trying experiments in firing gunpowder by the Voltaic battery, chiefly under water; and,

\* Report of the Board of Visitors of the Military Academy at West Point, in June, 1830.

after many vicissitudes of partial success and of failure, they have at last succeeded in bringing this process to as much perfection as it seems capable of—that is, to as much certainty as the former method of firing mines in dry soil. They have repeatedly fired gunpowder at the distance of 500 feet, with their conducting wires either buried under ground or led entirely under water, excepting a few feet connected with the battery, which, in their subaqueous explosions, was in a boat on the Medway, the powder being lodged at the bottom of that river. In their subterranean explosion they blew up a field work, and in one of their subaqueous experiments they blew to pieces a vessel representing a wreck, the fragments of which, being of fir timber, came up to the surface of the Medway immediately after the column of water thrown up by the explosion. On Saturday last they applied their Voltaic battery to the blasting of a rock under water. Two very large and heavy pieces of hard sandstone were each prepared with a hole three inches in diameter, by a borer, after which a charge of three quarters of a pound of gun-powder was put into each, and the upper part of the hole was tamped by pouring in small fragments of broken stone round a cone fixed over each charge, in a new and ingenious manner, first suggested by Mr. Howe, clerk of the works of the Royal Engineer Establishment, more than five years ago, which does not seem inferior in resistance to the common mode of tamping, but is much safer and far more expeditious. The conducting wires were led from each charge to the battery, which was placed on the gun-wharf, whilst the stones, thus prepared and loaded, were lowered down from a crane to the bottom of the river opposite, where the water was fourteen feet deep at the time. The first stone, being of compact form, was blown to pieces, and the rope sling by which it had been lowered, and which had not been removed, was broken. The second stone, being of a more irregular shape, and much thinner, so that there was not sufficient resistance above and below the charge, was brought up by the crane after the explosion, which had only blown out the solid part of the stone below the bottom of the hole, apparently without injuring any other part of it. Another charge was therefore placed in the same hole, which was tamped both above and below in the mode before described, and the stone was then again let down to the bottom of the river, and after firing this second charge, on being hauled up by the crane, it was found to have been broken into three parts, one of which did not reach the surface, whilst the other two, being still held together by the slings, after being raised nearly to the level of the wharf, separated from each other and fell to the bottom. One of these charges was contained in a tin cylinder, fitted to the size of the hole, the two others in canvass bags of the same form, covered with water-proof composition. These last experiments, which, like several of the former, were witnessed by a great number of spectators, chiefly military, have proved that the Voltaic battery may succeed for blasting rock under water, as well as for blowing wrecks to pieces, and in the former supposition, the holes in the rock would be formed and the charges placed by means of the diving-bell. The results of this course of experiments may be of great importance, especially for defensive military mines, because the Voltaic battery affords the only possible means of firing several such mines, not only instantaneously but simultaneously, and at the very moment when an enemy's column, advancing to the assault, is over the very spot where these mines have been prepared; whereas, by the common mode of firing military mines, by a piece of porfire or slow match connected to a powder hose, there can be no certainty of their taking effect at the precise moment required, so that the enemy's troops might either have passed over, or not yet reached the spot, at the period of explosion; and the simultaneous

explosion of conjunct mines, by this method, is out of the question, for no two pieces of porfire or powder hoses, though cut to the same length, were ever known to burn exactly alike. For subaqueous explosions, the superiority of the Voltaic battery is still more striking—so much so, that Colonel Pasley has repeatedly declared, that if he had been possessed of the same Voltaic apparatus, and had known how to use it, last year in his operations in the Thames, it would have saved a great deal of trouble and expense. Nothing can appear easier than to fire gunpowder under water by the Voltaic battery, as exhibited in a lecture room or scientific institution; but the mode usually adopted on such occasions, of passing the conducting wires into the charge, through a cork coated with sealing-wax, and of insulating the remaining length of each wire, by enclosing it in small India-rubber tubes, is inadequate and inexpedient for practical purposes in a rapid tide-way and deep water. In Colonel Pasley's experiments at Chatham, corks and sealing-wax were rejected, the former as being too weak, and the latter from being liable to crack, and India-rubber or cauchouc was also rejected, as being far too expensive; instead of which a composition of pitch, softened by bees-wax or tallow, was adopted, the remarkable efficiency of which was proved by keeping one of those experimental charges ten days under water before it was fired, when the powder was still perfectly dry. Each pair of conducting wires used in these experiments was always attached to a rope or line, previously saturated with boiling tar, to prevent it from tearing asunder the soldered joints of the wires, by its alternate contraction and expansion when wet and dry, an effect which on one occasion actually took place before the rope was so saturated. The two wires and rope were bound together by tape, and served round with hemp yarn, and in this state they had the appearance of a single rope, capable of being coiled and veered out conveniently. One of the most important points necessary, was to prevent all strain acting upon the conducting wires from without, and thereby breaking the small delicate platinum wire within the charge, which, by interrupting the circuit, would render explosion impossible. To guard against this cause of failure in the shocks to which the conducting wires may be exposed in a rapid tide-way, appeared at first a very difficult task. The Voltaic battery used was of Professor Daniell's improved construction, which, from retaining its energy much longer than any former Voltaic battery, he has named the constant Voltaic battery, and which Col. Pasley found to be much superior to the best of the former constructions at least, for the peculiar purpose of firing gunpowder either under ground or under water. Sergeant-Major Jones, and the non-commissioned officers and privates who have been employed in these experiments, are now as expert in the use of this battery as can be desired, and, being artificers, they are able to make as well as to use such batteries.

It is reported that Colonel Pasley, whose interesting experiments upon blowing up wrecks, blasting rocks, &c., have excited so much attention recently, will shortly undertake the demolition of the wreck of the Royal George. The Colonel avails himself of the recent discoveries and improvements in the science of galvanism, by which sparks are now produced in the combustibles under water, by means of wires, which are brought into contact with the battery, at some distance, in a boat. The novel invention of Messrs. Janieson and Crichmay, spoken of a short time since, that of producing combustion by breaking a tube of sulphuric acid upon chlorate of potash, was used by French engineers five years ago, for firing cannon, exploding mines, &c., and successfully explained by Mr. Hay, in one of his late lectures on chemistry. This plan, too, is open to serious objection, as being highly dangerous, lest by any acci-

dent the tube should be crushed before its time, great delicacy being required in its management; whereas the plan adopted by Colonel Pasley is free from any possibility of danger.

**CURIOUS EXPERIMENT.**—We have been favored with the following particulars of some experiments on firing gunpowder under water by the voltaic battery, tried on Saturday last at Chatham:—1. A rough fire vessel, 5 feet long, 3½ feet wide, and 2½ feet deep, was previously sunk opposite the Gun wharf, to represent the wreck of a ship, having a ring and lines attached to it, which are supposed to be placed by a diver after the vessel has been sunk. 2. A charge of 40 lbs. of powder was let down from a boat and hauled into close contact with the supposed wreck, by means of the lines and ring above mentioned. The coil containing the conducting wires, one-fifth of an inch in diameter, by which this charge was fired, was veered out to its whole length of 500 feet, from the same boat. 3. On the signal being given, from the boat by a bugle, to denote that all was ready, the signal to fire was made, also by the bugle. The explosion succeeded admirably. A column of water was thrown up by it, and the fragments of the vessel came up to the surface. 4. Three charges, each of 5 lbs. of powder, were sunk at the distance of about 30 or 40 feet from each other, opposite to the Gun wharf, having a pair of connecting wires, 150 feet long, attached to each. The ends of these wires were soldered together by threes, and brought to the two poles of the voltaic battery, which had previously been removed from the boat after the first operation, and placed on the wharf, by which the charges were fired simultaneously, after two bugle sounds, as before. Two of the three charges were exploded simultaneously, and the third was prevented from doing so by a fracture in one of the conducting wires. The battery used was of Professor Daniell's improved construction. The wires in the last experiment were common copper bell-wires, about a 16th of an inch in diameter, which were only used from not having any more of the former description. The experiments succeeded perfectly, and to the great delight of thousands of spectators. As we stated in our last, they were preparatory to blowing to pieces the wreck of the Royal George, at Spithead, sunk in 1782, and which has a number of very valuable brass guns, of large calibre, on board her, all of which will be recovered after the demolition of the wreck.—*English paper.*

**ROYAL ARSENAL, WOOLWICH.**—There has been much bustle and activity displayed here lately, getting the necessary *materiel* ready, preparatory for the artillery experiments that are shortly to take place on the Sandwich Flats. A large quantity of 18lbs., 24lbs., and 32lbs. rockets have been made expressly for this purpose. The guns to be experimented upon are old ones, of various sizes, which have been re-bored, making the calibre larger; heavier charges will therefore be used with ordnance of less weight of metal. A newly invented flexible shell tube, which, when ignited, cannot be extinguished until the whole is exhausted, will be tested; the one now in use is liable to be extinguished by the sudden "dash" when the shell comes in contact with water, which, in such instances, renders it comparatively useless from its non-explosion; this improvement is the invention of Mr. James Marsh, of the medical department of this establishment, an occasional assistant to Prof. Farraday. He is also the inventor of that invaluable apparatus for the detection of poison by arsenic, for which the Society of Arts recently awarded their large gold medal. An order has been received for four millions of musket cartridges for Canada. A new method for moulding musket balls by hydraulic pressure, instead of casting as at present, will, it is said, shortly be adopted.

**GARRISON OF PARIS.**—The effective force of the garrison of Paris, according to the *National*, is shortly to be increased by a regiment of cavalry. This reinforcement is urgent. Its necessity has been shown, we are told, not by the official administration of the War Department, which is forbidden to interfere in any but matters connected with accounts and correspondence, but by the grand military council sitting at the chateau. All the barracks at the capital, adds the *National*, are crammed with soldiers from top to bottom; the old ones, as well as those constructed since 1830, and the extensive fabrics lately purchased for the same purpose, are already inadequate for the accommodation of the garrison. It would be, in consequence, difficult to provide lodgings for this reinforcement of cavalry. But the Pavillon Marsan cavalierly solves difficulties of this kind, and decided that Paris should be blessed with a new barracks. "At this rate," continues the *National*, "Paris will shortly absorb the whole army of the interior. Every year the effective force of the troops charged with its safe keeping augments in an incredible proportion. There are at present within its walls 23 battalions of infantry, three entire regiments of cavalry, four batteries of artillery, two companies of veterans, and the horse and foot municipal guards; that is to say, at least 17,000 bayonets, 2,000 cavalry, and 24 pieces of artillery. Round Paris we find a similar accumulation of military force. There are eight batteries of artillery at Vincennes, one at Rambouillet, one at St. Germain, one at Compiègne, one at Melun, one at Fontainebleau, one at Meaux, &c., and regiments of infantry at Versailles, Ruel, Courbevoie, St. Denis, Vincennes, &c. This is nearly incredible; in less than twelve hours 35,000 men can be assembled on the Boulevards and quays, and in twenty-four hours upwards of 50,000. And this army, more numerous than the one with which Napoleon twice conquered Italy, is not deemed sufficient, but must still be increased!"

**LORD NELSON AND THE DEY OF ALGIER.**—In 1804, the *Superb*, Capt. R. G. Keates, having previously paid a couple of unsuccessful visits to the Dey of Algiers, once more preceded Lord Nelson and his fleet, for the purpose of obtaining redress for certain grievances, the most crying of which was the release from slavery of some Maltese British subjects. His sable highness was somewhat slow in comprehending what a few stripes of bunting could have to do with the matter. Capt. Keates had, however, so timed his audience, that Lord Nelson, with his whole fleet, was at the moment opportunely in sight in the offing. When the Dey's eye encountered this somewhat unpleasant prospect, he became unusually complaisant, and the slaves were immediately ordered to be given up to the *Superb's* boat, then lying in the mole. No sooner, however, had the half-assured prisoners been stored away, than the Algerine official discovered that two men more had been released than had been demanded. So soon as Sir Richard was made acquainted with the ground of dispute, he ordered the coxswain to seize the fly of the pendant so as to cover the entire boat, apprizing the Algerines that if any force were attempted, he (Capt. K.) would re-lend all the slaves, and leave the Dey to take the consequences. When his highness discovered how matters stood, he gave up the prisoners, modestly requesting that the Admiral might be informed, that a few pounds of gunpowder, as a ransom, would be highly acceptable; and with this singular message did Keates proceed alongside the *Victory*. Having made known the wishes of the Dey, Lord Nelson replied, "Tell him from me, Keates, that if I am to ransom with powder, it must be done after my own fashion, and with the usual accompaniments—shot and shell."



**MILITARY EXPERIMENT.**—It has very frequently happened, during great military operations, that the passage of rivers by bodies of troops has been found impossible at moments when it would have led to the most important results, owing to the roads leading up to their banks being unfit for wheel-carriages over the points where it has been desired to cross. The carriages now in use for the conveyance of the pontoons or portable boats generally employed in constructing temporary military bridges are necessarily so large, and so heavy and cumbersome when loaded, as to require as many as eight or ten horses to each carriage, unless on the smoothest roads, and may be seen and heard from such a distance as to make it impossible to perform any movement with them concealed from an enemy watching, as is usual, the principal roads leading to rivers in their vicinity. On Monday morning an experiment was made by Col. Macintosh, on the Serpentine river, in presence of his Grace, the Duke of Wellington, Lord Hill, the General commanding in chief, Generals Lord Fitzroy Somerset, Sir George Murray, the Adjutant General, Sir John Macdonald, Sir J. Gardiner, and many other distinguished officers, which holds out the promise of the complete attainment of the object in view. Two pontoons, composed of very portable materials, supporting a wooden platform, (and although constituting only a small portion of a bridge, sufficient to judge of results from,) having been placed upon the water, as large a body of the Foot Guards as could stand upon the platform was directed to occupy it, amounting to upwards of forty men. The weight of this number of men may be calculated at about a ton more than that of a piece of heavy ordnance; but, as the pontoons were not immersed to quite half their depth, it is obvious that they could have supported a much greater weight. The raft thus formed was then towed out to some distance in the Serpentine, and, having returned to the shore and landed the men, was taken to pieces, and the pontoons and other materials disposed in such a way as to show their convenience for transport by animals without employing wheel-carriages. We are happy to say the illustrious Duke appeared to be in excellent health and spirits, and seemed to view the experiment with interest and approbation.

**FRENCH FLEET IN THE MEDITERRANEAN.**—The ship *Jena* sailed from Toulon on the 24th inst., for the Levant, on receipt of a telegraphic despatch from Paris. Five other ships of the line, the *Montebello*, of 120 guns, the *Jupiter*, of 80, the *Diadem*, of 80, the *Trident*, of 74, and the *Santi Petri*, of 80, were shortly to proceed for the same destination. The entire of the French naval forces in the Levant would, it was thought, be placed under the orders of Admiral Rosamel. The *Thetis* frigate was completely fitted out, and ready to receive her new commander, the Prince de Joinville, who was expected in Toulon the beginning of May.

The following is a statement of the present force of the French Mediterranean squadron, divided into two sections: Division of the Levant: ships of the line—*Hercule*, bearing Admiral Lalande's flag, at Smyrna; *Triton*, at Smyrna; *Santi Petri*, at Toulon, in quarantine; *Jena* and *Jupiter*, at Toulon; *Trident*, in Toulon harbor under repair; corvette *Favorite*, in the Levant; brigs *Palmyre* and *Bougainville*, and the schooner *Messange*, in the Levant; total, ten. Division in reserve at Toulon: ships of the line, *Montebello*, *Genereaux*, and *Diademe*, frigate *Thetis*, corvettes *Diligence* and *Brillante*: total six. This last division is expected to be put under the command of Capt. Duval d'Ailly, of the *Montebello*. In a few months the squadron will probably be reinforced by the *Alger* and *Marengo*, which are now fitting out.

**SIR THOMAS HARDY IN A STORM.**—When Sir Thomas Hardy was in command of H. M. ship *Triumph*, one of the squadron of Sir Richard Strachan, so many of which were dismantled in a hurricane, in 1806, he saved his masts by striking his lower yards and topmasts. This is a course which many officers, unacquainted with its advantages, or the facility with which it may be achieved, even in the largest ships, would naturally shrink from. After the hurricane, Sir Richard Strachan, whose ship was disabled, hoisted his flag on board the *Triumph*, and a gale came on, almost equal in violence to the hurricane. Sir Thomas astonished the Admiral, who was a perfect sceptic as to the practicability of such a manœuvre, by getting all ready to strike lower yards as the gale increased. He allowed it to be done, however, and, as the gale moderated, expressed a wish to have the foresail set as soon as possible. The fore-yard was instantly swayed up, the sail let fall, reefed, and set almost as quickly as if it had been the fore-top-sail. Nor were these solitary instances; for we have heard Sir Thomas Hardy say, that he was in the constant practice of striking his lower yards and topmasts whenever the indications of the barometer and other circumstances transpired to give warning of a severe gale.—*Foreign Quarterly Review*.

**RUSSIA.**—*Extract of a letter from St. Petersburg, of the 9th April.*—"Every thing here breathes war; the Emperor, it is said, will go to Kiew, even before the marriage of the Duke de Luchtenberg, to review the army of the south, and to deliver the command of it to Marshal Paskewitch. General Witt is charged to negotiate with Prince Metternich for the rupture of Austria with England in case of a war in the east; and it is said that the Emperor has offered as an inducement to Austria, the incorporation of Servia, Bosnia, and the Montenegrin country with Hungary, taking for Russia, at the same time, Wallachia and Moldavia."

*Extract of a letter from Odessa, dated April 8:*—"The Black Sea fleet, composed of 30 ships, completely manned and equipped, has assembled in our roads, and to-morrow or the day after, under the command of Admiral Prince Gortschakof, will sail to join the division under Admiral Oumanetz, which has been three weeks off Sinope, watching the Bosphorus. This reinforcement is in consequence of dispatches from Admiral Oumanetz, announcing that intelligence had reached him that the English fleet which was at Tchesme, intended to take possession of the Dardanelles, as soon as hostilities should commence between Turkey and Egypt."

The rumor which has been prevalent during the last fortnight, in naval circles, of the intention of Ministers to send a demonstration fleet to the Baltic, turns out to be correct. It is to consist of TEN seventy-twos, to be commanded by Admiral GAGE, viz:—the *Bellisle*, *Benbow*, *Blenheim*, *Cornwallis*, *Hastings*, *Illustrious*, *Agincourt*, *Hawke*, *Edinburgh*, and a tenth, the name of which has not transpired. It would seem that information which has reached the Foreign office of the aggressive disposition which has recently been manifested by Russia, has led to this determination. Orders have, we are assured, been received, to countermand the apartments which were preparing, at Mivart's Hotel, for the reception of the Grand Duke of Russia. We learn also, that Count Nesselrode has been dismissed; that Count Orloff has superseded him, and that the war party in the Russian Cabinet are in the ascendant. Have these changes any thing to do with the organization of the above mentioned fleet?—*United Service Gazette*, April 20.

The British Admiralty have issued an order that seamen shall be supplied with tobacco at the reduced price of 1s. per pound.

## WASHINGTON CITY :

THURSDAY, ..... JUNE 13, 1839.

**FLORIDA WAR.**—This prolific source of the expenditure of national treasure and valuable lives, of fatiguing marches and harassing skirmishes, where no laurels can be won, of sacrifice of all comfort to the army, and the theme of countless newspaper squibs, is at length terminated—to appearances at least. But who can count upon the faith of the wily Seminole and the treacherous Mickasukie? We might as well rely upon the stability of the wind. When it suits their purpose to violate the agreement, and they see a chance to do it with impunity, pretexts will not be wanting. A vigilant watch will no doubt, however, be kept upon all their movements, and if unprincipled whites can be restrained from interference with the Indians, the latter may remain peaceable.

We rejoice at the compact that has been entered into, inasmuch as it will afford to the army a respite from a toilsome and inglorious campaign. The Floridians, judging from the tone of their newspapers, do not approve of the armistice, or of any thing short of the unconditional removal of the Indians from the Territory. A Tallahassee paper commences and closes the order of General Macomb, issued at Fort King, with the words "shame!!! shame!!! shame!!!"

The Grand Jury for the counties of Alachua, Columbia, and Hillsborough, at the April term, 1839, presented the war as a nuisance, under seven distinct counts; and denounced the officers of the army for permitting the soldiers to waste and plunder the property of the citizens, for perpetrating on some of the citizens illegal assaults and batteries, and false imprisonment, and then shielding themselves under their commissions and the force under their commands. From this denunciation, the Grand Jury aforesaid specially exempt Capt. LLOYD J. BEALL of the 2d dragoons.

We do not know whether to take this presentment as an ebullition of spleen, or to attribute it to that impatience of character and spirit which cannot brook wholesome restraint. Ushered to the world under the solemnity of an oath, it carries more consequence than ordinary newspaper paragraphs.

Considering the services and sacrifices of the army, and the high-toned character of its officers, such presentments and denunciations are, to say the least, extremely ungrateful, and we have not the slightest doubt entirely undeserved. Men, who are regardless of their own rights, seldom infringe upon the rights of others. Bound by their orders, their commissions, and their oaths, to protect and defend the interests of their common country, they may, at times, in the discharge of an unpleasant duty, be forced to disregard private rights or interests to secure the general good; and when such occasions do

occur, we know enough of the character of our officers to warrant us in saying that mildness and forbearance temper the seeming discourtesy of the act.

**SEA STEAMERS.**—It is understood that the proceedings of the Board, lately in session at Washington, have been approved by the Navy Department, and orders issued to commence immediately the construction of two sea steam vessels of war—one at New York, and the other at Philadelphia. They are to be built upon the same model, and are intended to be as near alike as possible, with the exception of the engines. To test the comparative advantages of the two descriptions of engines adopted, one of the steamers is to be fitted with two inclined engines, of ten feet stroke; the other vessel to have two vertical engines of the same power, of seven feet stroke.

The dimensions of the hull are reported at:—

	Feet.	Inches.
Length between perpendiculars,	220	0
Moulded beam,	39	0
Depth of hold,	23	6
Tonnage, by custom-house measurement,	1,650	tons.

The "Notes on the military establishments of the United States," which we have copied from the United Service Journal, for May, are temperately and candidly written. They contain some trifling errors, arising, probably, from the early date of the documents referred to as authority. The author confines himself to a simple statement of facts, with little comment, and must have derived his information from official documents. It is not that they contain any thing new to our readers, that we extract these Notes, but to apprise those who have not access to the work itself, of what foreigners say and think of us.

The Revenue Cutter *Crawford* (formerly the *Jefferson*) having been repaired and refitted at Baltimore, was brought round to the District a few days ago to receive her armament. On Friday evening several gentlemen were invited to partake of a collation prepared on board, and were pleased with the neatness of her appearance, and the urbanity of her officers. The *Crawford* is to be stationed at Savannah, and the vicinity.

The *Norfolk Herald* asks why Fort Monroe was not selected for the Camp of Instruction, and claims in its behalf ample quarters, plenty of space, fine climate, cheap provisions, and the best living.

It may be sufficient to state that Fort Monroe has been for some time in charge of the Engineer Department, undergoing repairs, and the presence of a large body of troops would therefore have been inconvenient. As one of the objects in view in collecting the troops, was to accustom them to the duties of the camp, quarters were not needed. In all other respects, the site selected is believed to possess equal advantages with Fort Monroe.

There is an Admiral in the Russian Navy, whose name, (Gortschakof,) according to the English mode of pronunciation, sounds very much like Got-such-a-cough. The Philadelphians may enjoy their propensity to punning to their hearts' content.

**TO CORRESPONDENTS.**—The publication of the article signed "Justice," deprecating the retention of the 3d regiment of artillery, in Florida, is rendered unnecessary, by the recent order, announced in the last Chronicle, directing this regiment to proceed to New York. "A Commissioned Officer," on the pay of the army, is unavoidably postponed until next week.

**THE HORNET.**—The New York Despatch has the following additional statement in reference to the supposed survivor of the Hornet:

"We are now indebted to our informant for farther particulars, and present them to the public as offering an opportunity to judge something of the probability or improbability of the statement made by us, that such a person still survives. The gentleman who gave us the material for the first paragraph is well known in Boston, and in this city; and to him we shall refer whoever may make personal application to us. He informs us that there was a slight error in our first paragraph. The Hornet, when struck by the hurricane, was driven near Cuba, and an effort had been made, but in vain, to gain the protection of a bay, or the lee of a point. The vessel struck on a rock and immediately sunk, with near 300 souls on board, and the few who escaped, (if any beside the man now in Illinois did escape,) were carried ashore by the surf among the rocks.

So far for the sailor's story. His name is John Davis Read: he is by birth a Scotchman, and on board the Hornet belonged to the carpenter's gang. If there was such a name on board the Hornet, it is to be found in the office of the Secretary of the Navy: to whom we shall cause to be forwarded a copy of this day's paper. Mr. Read has a farm near Belleville, St. Clair county, Illinois; but works occasionally at his trade over and about the Twelve Mile Prairie.

The gentleman to whom we are indebted for the information, tells us, that while in Illinois, he was for some months acquainted with Mr. Read—and and that he has *full confidence* in his statement. He says furthermore, that Mr. R. is well known in the section of the country in which he resides. The reason given by him for preserving silence upon the subject, is, as before stated, that his term of service had not expired, and he had no wish to complete it."

At our request, a careful examination has been made of the muster roll of the Hornet, for the whole of the year 1829, and there is not one among all the crew by the name of *Read*. There is no probability either, had this pretended sailor's story been true, that he would have been compelled to serve out his unexpired time, had he made himself known on his arrival in the United States. The love of the marvellous, so strong among seamen, and the absolute certainty of his being made much of, as the only survivor of the Hornet, are too strong inducements for any one to reveal himself, instead of keeping the secret locked up in his own bosom for years.

We repeat our conviction that the story is impossible; it is a sheer fabrication, made out of whole cloth.—*Ed. A. & N. C.*

**MR. LEDGER:** To whom should persons wishing to enter the West Point Academy apply, and what are the conditions on which they enter?

By answering the above, you will oblige

SEVERAL.

Application for admission to West Point must be made to the Secretary of War. The number of applications have been, for many years past, very great, particularly from the cities. The students admitted each year are selected from the various sections of the country; and it has been frequently alleged, and seldom denied, that the distribution of the privilege is a matter of *favoritism*. The first requisite, therefore, is *friends at court*. Without this, our inquiring friends may as well abandon the idea of sharing in the advantages of the institution. The qualifications strictly required are juvenility and capacity to pass through the preparatory examination in the ordinary branches of an English education. "The conditions on which they enter," are those to which officers in the army are subjected. The class at West Point is a portion of the army—viewed in any other light, the West Point institution would be unconstitutional—and, as members of the army, they are bound to yield obedience, and are punished with dismissal from the army, or even severer punishments, in case of misconduct. The discipline of West Point is very rigorous and wholesome, and the course of education highly eligible. The institution has, however, been waning in reputation for some years past.—*Philadelphia Ledger, June 5.*

We copy the above paragraph for the purpose of anticipating and correcting any misapprehension to which it might lead. We are not disposed to quarrel about words; but the term of "favoritism" is hardly the proper one to apply to the distribution of the cadet appointments. One cadet is allowed to each Congressional district of the United States, and when a vacancy occurs, it is generally filled on the nomination of the Representative of that District in Congress. We cannot conceive a fairer method than this of distributing the appointments, nor one less liable to the charge of favoritism.

The cadets allowed by law, over the number thus provided for, are selected by the Secretary of War from the descendants of those who have rendered distinguished service to their country, in a civil or military capacity; but this number is very limited.

With respect to the assertion contained in the last sentence, we are happy to assure the editor of the Ledger, and our readers, that from all we can gather, the Military Academy is at present as well conducted, and in as flourishing a state, as in its palmiest days.

#### ARRIVALS AT WASHINGTON.

June 4—Lt. J. M. Scarritt, Corps Engrs.	Fuller's
Asst. Sur. R. Archer, army,	do
6—Capt. John Page, 4th infy.	Polk's
Lt. A. S. Macomb, A. D. C.	Gen. M's
Capt. E. S. Winder, 2d Drags.	Polk's
Lt. S. Eastman, 1st infy.	Fuller's
Major J. L. Gardner, 4th arty.	Alexandria
10—Col. J. G. Totten, Corps Engrs.	

#### ARRIVALS AT PHILADELPHIA.

June 2, Purser H. W. Greene, S. B. Thompson, navy; Capt. E. D. Bullock, army. June 3, A. Murray, Lieuts. R. L. Page and T. W. Brent, navy. June 4, Captain T. Crabb, navy, and lady; Capt. I. P. Simonton, Dr. A. F. Suter, army. June 7, Lieuts. J. M. Scarritt, L. A. B. Walbach, Major M. M. Payne, army; J. J. B. Walbach, Dr. S. Mosley, navy.

*Correspondence of the Army and Navy Chronicle.*  
FLORIDA WAR.

FORT KING, May 27, 1839.

The last fifteen or twenty days have been to us a season of much interest and speculation. The Florida war has been so often ended, that every step taken to effect a result so desirable, seemed to sink us still deeper in the mire, and caused us to look confidently for a more harassing and sanguinary continuance. But the occurrences of the last week leave no doubt but that the war is ended, and we at least have the prospect of being relieved from pursuing an enemy who can never be found or numbered but under a flag of truce.

Gen. MACOMB arrived at Garey's Ferry in April, and immediately issued orders to the army generally, of such a character as would be the means of opening a communication with the hostiles, and appointed the 1st of May for a general council at Fort King. All the friendly Indians and negroes were despatched into the interior with instructions to obtain an interview, if possible; but from the threats which had been from time to time received from them, there were but few who predicted a successful result. The most experienced officers in Florida were of this opinion. No Indian or white man would run the hazard of encountering them, as Sam Jones had sent in word, that any stranger who approached his camp, under any circumstances whatever, should be put to death.

Gen. MACOMB arrived here on the 30th April, but not an Indian was to be seen or heard of, and from the frequent depredations in different parts of the country, the prospect of a successful result was indeed gloomy. Gen. TAYLOR came soon after, completely discouraged. The friendly Indian who had been with him some six or eight months, instead of being the medium of communication with the hostiles, had joined them, taking with him all the friendly Indians at Tampa, and leaving word that Gen. MACOMB had come for the purpose of gathering them in under friendly assurances, seize them, and transport them to Arkansas, and that he and his friends were not to be deceived.

After this became known, every officer saw but a recurrence of those disheartening events which have characterised this protracted war from its very commencement. Gen. MACOMB, however, was not willing to abandon his object under these circumstances, and accordingly adopted every plan that could be devised to attain the desired end. Indian John, a friendly Indian, together with his women and children, received presents and provisions, and were directed to take themselves to the hammocks and swamps, and not return until he had had an interview with some of the hostiles. He returned after the lapse of a few days, bringing the intelligence that eight Mickasukie warriors were encamped within a mile of us, and the following morning would visit the camp.

Early in the morning these distinguished visitors were seen wending their way through the pine woods, towards our encampment, bearing a white flag, and headed by Har-lock-tustenugge, a Mickasukie chief. They were received by Gen. MACOMB with much form and ceremony, and with every mark of friendship and kindness. All of them were much embarrassed by the appearance of so many officers and soldiers in uniform, and it was not until they were told that they pertained to the rank of the Great Chief that was sent to talk to them, that they were at all satisfied. The appearance of these Indians was indeed interesting; some of them had had no intercourse with the whites for at least three years. The chief, Har-lock-tustenugge was a man about thirty years of age, well dressed, tall, commanding person, manly, prepossessing countenance, and an expressive and fluent speaker. The others were quite young, and remarkable for their hideous and repulsive faces, and their fine, well-proportioned, athletic persons, which were well displayed, they having no other garb than a rough buck-skin shirt. The General explained to them clearly and briefly the object of his visit among them, and if they were willing to comply with his demands the white and red man could once more be at peace. The country below Peace creek was shown to them upon the map, the boundary defined, and if they were disposed to go there and be at peace, and not cross the line, they should remain unmolested, for the time being; and that those Indians who were committing depredations along the frontiers, in the vicinity of Tallahassee, must be brought in without delay. If you are willing to accede to this, said Gen. MACOMB, we can again be friends; if not, the war must be continued. The chief evinced much pleasure, and expressed his willingness to comply with every demand. The Indians, he said, were scattered throughout the country, in parties of four and five, but he knew that so soon as those west of the Suwannee river heard what he should send to them, they would cease their depredations, come in immediately, and retire to the country assigned them. His young men he would send there without delay, requiring them to come in.

This chief and his companions left us the following morning, and eight days after encamped in our vicinity with upwards of a hundred souls. In the mean time Lieut. Col. HARNEY arrived from Key Biscayne with Chitto-tuste-nuggee, the principal chief of the Seminoles and Mickasukies. Sandy, a faithful black interpreter, after three days' search, accidentally discovered this Indian near the Everglades, returning from a fishing excursion. He immediately accosted him, when the chief asked him what he wanted there. "I suppose you have come with more lies." Sandy, however, related to him the instructions given to Col. HARNEY, by Gen. MACOMB, which he was induced to believe, and consented to accompany him to the fort.

Upon Chitto-tuste-nuggee's arrival at Fort Lauderdale, he obtained from Lt. Col. HARNEY a corroboration of all that had been told him by Sandy. He expressed his willingness to accompany Col. HARNEY to any point to meet Gen. MACOMB; but, before doing so, was desirous to return to his tribe and consult upon the acceptance of the terms offered them. After an absence of three days, he returned, bringing with him O-che-hadjo, a young chief who had been delegated by the tribe to witness his proceedings with the whites.

Sam Jones, from his age and inability to travel, declined coming; but desired his acquiescence in the terms proposed to be made known. This man, in the opinion of the Indians, has never been considered an important chief, and less so now than ever. The Mickasukies, of which tribe he is a chief, have heretofore occupied the northern portion of the Peninsula; but from the inroads made upon them by the troops, they have been obliged to retire south, cultivate and live upon land belonging to the Seminoles, who are by far more numerous. The Seminoles, finding this to be the case, and having an antipathy to this feeble but warlike nation, determined to bring them into subjection by insisting upon the election of a Seminole chief, who was to govern all; and, in the event of their refusal, compel them to leave their country. The Mickasukies, being reduced to this emergency, consented, and Chitto-tuste-nuggee was elected chief. He is about forty years of age—remarkably pleasant and affable when spoken to, but at other times very dignified and reserved. By his conversation and conduct in and out of council, he showed himself to be a man of much intelligence and observation. The Indians paid him great respect, and seemed gratified in having so able a counsellor.

The last council was held on the 22d inst.; both chiefs were present, together, with forty-five Seminole and Mickasukie warriors. Gen. MACOMB, upon this occasion, as upon all others, gave to it a degree of excitement and interest by adhering to imposing forms and ceremonies. Indeed, this is indispensable in all negotiations with Indians; for among the most degenerated these customs are retained from generation to generation, and attach to all that is said a degree of solemnity which they believe is gratefully received by the Great Spirit.

A large council chamber was erected, and the General and his staff, with all the officers at the post, in uniform, were escorted to the council by the band of the 7th infantry and a company of dragoons on foot. White flags were hoisted at different points; a fire was built in the centre of the chamber, around which the Indians were seated in profound silence; pipes and tobacco were given to them; and, amid a cloud of smoke, the Indians passed round, shaking hands with all present. The terms of peace were again fully explained to them: that they were to go below Peace creek and remain within the prescribed limits,

as shown by the black lines drawn upon the map, and be at peace. The 15th day of July next is the day agreed upon for them to be within the country for the present allotted them. Chitto-tuste-nuggee followed in a brief and sensible speech. He expressed, with great earnestness, the pleasure he derived in being once more friends; and his concurrence and that of his tribe in all that had been proposed. The most vigorous measures, he said, should be immediately adopted to bring in the straggling parties; and a complete removal should be effected, to the country assigned, without delay. He desired that posts might be established near their boundaries, to keep the whites from intruding upon them; and that a space of ground might be made between them—a neutral ground—upon which neither Indians nor white men should dare to venture. Har-lock-tuste-nuggee said: "he had but little to say—the chief who had preceded him had spoken the words of his own heart—the tomahawk and scalping-knife are now buried forever; and the Great Spirit knows our hearts are true. Six of my young men, who you see are not here, are gone west of the Suwannee river, and in the vicinity of Tallahassee, to carry the great talk. I know," said he, "that murders have been recently committed—it could not be otherwise, as those Indians have not yet heard the words of our great father. When they hear it, all will be peace, and our people shall immediately retire to the country designated."

When he had finished, Gen. MACOMB told them if any one present had any thing to say he was ready to hear them. They said they had nothing to say, their chiefs had spoken the words of their own hearts. The council broke up, after being in session about four hours. Every act and expression on the part of the Indians evinced the utmost sincerity and friendship. They attributed the war to the proper cause—the aggression of the whites, and were willing to retire to any part of Florida to avoid those unfortunate collisions which have existed for so many years. The men were destitute of clothing other than a buckskin shirt; and the women and children were almost in a state of nudity. Those who had covering were wrapped up in old forage bags, picked up in the vicinity of abandoned posts; they were truly objects of commiseration.

The gathering in of the Indians and their removal is assigned to the commanding officers of the different posts throughout the country; and from the conduct of the Indians, and the discreet and judicious manner in which all things have been conducted, we have no doubt but that peace is (if the Government is so disposed) permanently restored. No deception has been practised; nothing has been disguised, and to Gen. MACOMB's candor and frankness, his generous attentions to their wants and wishes, and to his knowledge of their habits and manners, may be attributed his success in the present undertaking. He certainly deserves great credit for his untiring zeal and perseverance in overcoming the numerous and

discouraging circumstances which occurred from day to day; and the citizens of Florida, if actuated by any other motives than gain, should be grateful for his efforts in closing a war which is only distinguished for its cold-blooded murders—its drain upon the treasury of our country—and its filling the pockets of those who have done much; and may be expected to do more in contributing to its continuance.

The country which is for the present assigned to the Indians, is within a line commencing at the southern point of land between Charlotte harbor and Sanybel river; thence north up Pease creek to a line running due east, striking the head of Lake Istokpoga; thence to the Kissimmee river by Istokpoga creek, down the Kissimmee through Lake O-keechobee, directly south to Shark river, continuing to its mouth; and from thence to the place of beginning. This boundary gives them a country uninhabitable for any white man. The larger portion of it, most of the year, is completely inundated. There is some land, in the vicinity of Pease creek and the Kissimmee river, susceptible of cultivation; but elsewhere, that which is not overflowed is deep sand. By this arrangement the Indians are excluded from the Atlantic, to which they heretofore have had free access; and, like the Arabs, have robbed and destroyed all who have been so unfortunate as to be wrecked upon that coast.

The southern extremity of the peninsula is reserved, and is said to be good land, and desirable for the location of forts and light-houses. A chain of posts is to be established across the country, from Tampa Bay to Fort Mellon, leaving a space of country—a neutral ground—between the Indian boundary and the nearest post, of about fifty miles in breadth. Infantry and dragoons are to occupy the posts, and by placing there intelligent and judicious officers, who are acquainted with the Indian character, and with the disposition of the settlers resorting to such places for traffic and gain, we may look for much good resulting from the present arrangement. One thing must result from it: we can, within the coming six or nine months, obtain an intimate knowledge of their fastnesses; and if the Government persists in driving them from the country, merely to carry out the policy of emigration which is adopted, we can meet them upon more equal grounds, and PERHAPS succeed. But if the true policy be observed, that which is due to humanity and justice, and that which is demanded by our citizens, who are thickening upon our western frontier unprotected, they will be allowed to remain. Let loose such spirits as these in a country to which they must be taken by force, and the scenes which have been enacted here the last four years will bear no comparison with the bloody conflicts and murders which must ensue upon that border, where are assembled fifty thousand warriors, who only want a leader to give vent to a feeling which can never be subdued.

If the war is again commenced, the Indians will be driven from the Everglades, and the country will again be overrun by parties of four and five, who will be a terror to every settler and village. Let them go to the country to which they have gladly consented to go; and if they remain at peace, why disturb them? No man can crave it, but for its delightful climate; and let time accomplish that which the best blood and the coffers of our country have failed to do. We may talk of the triumph of the Indians, and of the prostration of the honor of our arms; this is all idle, and belongs to the crafty speculator, and the loafers who have been hanging upon our frontier, from the commencement of the war, and who will now be reduced to the necessity of working for their daily bread.

The integrity of our Government is involved only when removing the Indians from a country which they have sold, and which can be cultivated by the whites. This has already been accomplished; and some magnanimity should be displayed towards an enemy who is willing to abandon the whole for a portion upon which no white man can live. It is impossible not to feel an interest in these people, who for four years have been contending for their homes. Florida is the land of their birth, but independent of this, there is no country in the world so peculiarly adapted to their wants and habits. Its climate, at all seasons of the year, is so mild that a single article of dress is sufficient for their comfort; the soil is fertile, producing spontaneously roots and vegetables enough to supply their wants; its rivers and ponds abound with fish and turtle; and in its hammocks and pine barrens game of every description can be found whenever they are disposed to hunt it.

This is the country they have been contending for, until they are now driven to a nook and corner, uninhabitable for civilized man; for which they come, as humble suppliants, to ask or receive peaceable possession.

The officers of the U. S. Army, now in Trenton, N. J., visited the Governor on Friday morning, in full dress, by invitation.

On Saturday, 1st inst., an altercation occurred at New Smyrna, between two privates of Capt. BRYANT's company, 2d dragoons, resulting in the death of private Kearns.

#### LETTERS ADVERTISED.

NORFOLK, June 1.

NAVY.—Captain F. A. Parker; Prof. J. T. Huston; Purser of U. S. schr. Shark; Mid. W. S. Swann, T. P. McFarland, J. S. Patterson, J. B. Carter, P. U. Murphy, F. M. Stanley, H. H. Harrison.

#### PASSENGERS.

NEW YORK, June 4, per ship Lafayette, from Charleston, Lt. E. C. Ross, of the army, lady and two children. June 7, per brig Odessa, from Madeira, Comm'r. John White, of the navy.

ST. AUGUSTINE, May 25, per steamer Santee, from Indian river, Lt. B. Poole, 3d arty. May 26, per steamer Santee, from Black creek, Col. Harney and Lt. Hardy, 2d dragoons.

MOBILE, May 23, per steamboat Merchant, from New Orleans, Capt. L. Rousseau, of the navy.

## DOMESTIC INTELLIGENCE.

**SEA-WALL.**—The investigation of expenditures, &c., upon the sea-wall, while under charge of F. L. DANCY, its late agent, commenced on Tuesday last, and closed on Wednesday evening. Captain J. K. F. MANFIELD presided. We forbear at present all remarks upon the testimony and facts elicited. Capt. M. will make his report, and forward it with all testimony and papers to the Department. Capt. M. left here on Thursday last, for Savannah.—*St. Augustine News*, May 25.

**TRENTON, N. J., June 7.**—The troops at length have arrived, and the encampment is formed, the Florida war being certainly ended. Two companies arrived in the cars on Monday. On Wednesday morning a company of dragoons from Carlisle, in Pennsylvania, crossed the river above Trenton, and rode down through the city to the encampment. About 11 o'clock, several companies of artillery marched in from New Brunswick.

In addition to the above, four companies belonging to the same regiment, (4th artillery,) arrived this morning about 11 o'clock, and marched through town for the encampment. More will arrive at short intervals.

The encampment is on the side of the piece of woods near the race course. Its appearance already is interesting; and when the whole number expected shall have arrived and pitched their tents, it will be truly a "tent field."

The troops will be drilled four times a day, and will parade every evening, we are told. The commanding officer is Gen. Eustis.—*State Gazette*.

**MILITARY.**—A body of U. S. dragoons passed through our city on Saturday afternoon last, on their way to Trenton. They were well mounted, and accompanied by a brass band; a baggage wagon, drawn by four horses, brought up the rear. They numbered at least 60 or 70.—*Philadelphia Ledger*, June 10.

**COURT OF INQUIRY.**—We understand that the Court of Inquiry in relation to Commodore Elliott, which has been sitting for some weeks past at the Navy Yard in this place, adjourned yesterday until the 27th inst., at Commodore Elliott's request. It is believed that the evidence, which is very voluminous, is now closed, though further additions may perhaps be made when the Court meets again.—*Pennsylvania*, June 8.

**FROM SOUTH AMERICA.**—The barque *Express*, Capt. Goodhue, arrived at this port this morning; left at Montevideo, April 15th, U. S. ships *Independence* and *Fairfield*, the latter just returned from Buenos Ayres. Brigs *Eliza Davidson*, *Mattison*, and *America*, Roberts, for Philadelphia, sailed five days before. These two vessels were captured by a part of the French blockading squadron, and were released by order of the French Admiral, on demand of Commodore Nicolson and the American Consul. The blockade of Buenos Ayres was still kept up, and no prospect of its discontinuance.—*Boston Mercantile Journal*.

Capt. Ketchum, A. Q. M., U. S. Army, has established a post at Stiffanuger Bluff, on the Apalachicola river, designated as Fort Yates. Two companies of Gadsden troops, under Capt. Hunter and Capt. Scott, have reported at the post and been mustered into the service of the United States. \* Capt. Hunter on the 25th ult., discovered the trail of the Indians from Smith's plantation; about 7 miles distant the Indians had collected, and broke open and pillaged a trunk belonging to Smith—many notes &c. were recovered. Capt. H. and command left on the 27th with provisions for a three days scout, in the neighborhood of the Tologee.—*Tallahassee Floridian*, June 1.

A detachment of 227 recruits for the U. S. garrisons on the Red and Arkansas rivers, arrived at New Orleans, on the 26th ult. in the ship *Yazoo* from New York.

Officers:—Capt. J. R. Smith 2d infantry, 1st Lieut. W. N. Grier, 1st dragoons, and Dr. J. M. Cuyler.

**ENLISTED SOLDIERS.**—The *St. Louis Gazette* states that a Surgeon in the U. S. army recently obtained permission to inquire of the members of a company of fifty-five, the reason of their enlistment. Every man was called upon to tell his own story; it appears that nine tenths enlisted on account of some female difficulty; thirteen of them had changed their names, and forty-three were either drunk, or partially so, at the time of their enlistment. Most of these were men of fine talents and learning, and about one-third had once been men in elevated stations in life. Four had been lawyers, three doctors, and two ministers.

**GREAT SALE OF CORDAGE.**—The U. S. Navy Agent at Charlestown, (Mass.) advertises ten entire gangs of standing rigging, (about 200 tons) for line of battle ships, to be sold at auction on the 18th inst.

**EXAMINATION OF LAKE HARBORS.**—An important commission from the topographical bureau at Washington is now sitting at Detroit, to carry into execution the law of Congress for an examination of the harbors of Lake Erie, &c. It consists of Lieut. Col. James Kearney of the United States Topographical Engineers; Col. Henry Smith, of Michigan; and Major John R. Bowes, of Ohio.

**ARRIVAL OF AN IRON STEAMBOAT.**—An experimental steamboat, built to run on the Delaware and Raritan canal, has just arrived in New York, from London, after a passage of forty-five days. The name of the vessel is the *Robert F. Stockton*, an iron schooner, fitted with Captain Ericson's patent engine, and commanded by Captain John R. Crane, an intrepid and skilful seaman. She came out under canvass, without the aid of steam. Her departure from London was looked upon as an act of great temerity in Captain Crane, whose success, however, has fully justified his reliance on his own skill and the capacity of his vessel to brave the storms of the Atlantic.

The *Stockton* is, we believe, the first vessel of this kind, ever seen in America. She is built entirely of iron, the pieces being rivetted together, is rated fifteen tons, and is seventy one feet long, while her breadth at midships is only ten feet. It was this disproportion which caused the voyage to be considered so hazardous. The steam engine is placed at the stern, which Captain Crane considers an advantageous mode of construction in steamboats intended for the open sea.—*New York Evening Post*.

**ST. LOUIS, May 25.**—The Steamer *United States* arrived yesterday from New Orleans. Among the passengers we note the following gentlemen, officers of the U. S. Army; Major Herran and lady, Gen. Wool, Major Norl, and Lieuts. Macomb, Todd, and Scarritt.—*Republican*.

**THE U. S. BRIG BOXER.**—A friend who has just received a letter from an officer on board the U. S. Brig *Boxer*, has furnished the following list of officers on board, at Callao, 13th Jan:—

W. C. Nicholson, *Commander*.  
B. F. Shattuck, *Master* (doing 1st Lieut. duty.)  
S. Forrest, *Purser*.  
S. W. Kellogg, *Assistant Surgeon*.  
J. H. Sherburne, *Passed Midshipman*.  
W. B. Muse and C. Deas, *Midshipmen*.  
C. Jones, *Clerk*.  
Griffin, *Gunner*.—*Boston Times*.

**NAVAL.**—We have been furnished with the following extract of a letter, dated

U. S. SHIP *FAIRFIELD*, }  
*Monte Video, 20th March, 1839.* }

Lieut. Purviance goes home on leave, and Mr. Mackenzie takes command of the *Dolphin*, which leaves Lieut. Tilton in command of this ship till the arrival of Capt. Boorman, who is now in Rio de Janeiro and will not arrive here for a month. I subjoin a list of the officers of this ship, which please have published for the information of their friends.

*Officers of the U. S. ship Fairfield.*

E. G. TILTON, Lieut. Commanding; O. S. GLISSON, Lieut., S. Larkin, W. L. Herndon, act'g Lieuts.; J. Moorehead, Master; B. F. Bache, Surgeon; J. A. Guion, *uss't Surgeon*; A. J. Watson, Purser; N. G. Bay, R. L. Tighman, P. Midshipmen; B. S. Gantt, J. W. Ripley, J. N. Morris, Midshipmen; J. Petty, Boatswain; G. Sirian, Gunner; W. Jordan, Carpenter; J. Heckle, Sailmaker. All well.

**DOMESTIC MISCELLANY.**

The policy of Congress has always been, as we are induced to believe, niggardly and injudicious in reference to seamen employed in the Government service. When the care taken of her sailors by Great Britain and the means used to foster her naval service are considered, and compared with the utter want of regard manifested towards persons of the same class by the United States, it is very difficult to account for the difference. Great Britain has, it is true, always placed her main reliance in her wooden walls for defence, and has therefore lavished her bounties on that branch of the public service; but we are at a loss to find in what respect the Navy of the United States is less important to this country. If England depends on her seamen for the protection of her shores and commerce, our own country has no less reason to do so. It may be said that as the only access to the English Islands is by sea, it becomes indispensable to keep always afloat a competent naval force. The United States, on the other hand, form a portion of a vast continent and are approachable by land as well as by water; but, taking all things into account, there is not the slightest apprehension to be entertained on our part of invasion by land, whereas our seaports are all exposed and our vast commerce in every quarter of the globe calls for the most ample protection. It is therefore, nothing more than right and proper that our national marine should be placed on the best footing, as well in regard to the character and equipment of our ships as the moral qualifications of our men. We would therefore urge the adoption of every method to promote these two objects, but more especially the latter. As things stand at present, there is no inducement whatever to enter the Government service, and scarcely a day elapses that the want of good men is not most seriously felt. To remedy this evil we want in the first place such measures as shall induce sailors to enter the Navy, and in the second make them remain in it. By affording to youths an opportunity of becoming well educated, perhaps the strongest inducement would be presented to them to attach themselves to our naval establishment whilst the ability thus conferred to obtain speedy promotion would operate most powerfully in making them identify themselves with it permanently. As Americans we feel an honest pride in the achievements of our Navy, and wish to see every measure adopted whereby its interests shall be advanced.—*Baltimore American*.

**AN INTERESTING SCHOOL AT SEA.**—The naval school on board the U. S. ship *Ohio* is well spoken of in a letter dated Mahon, March 30. The pupil

apprentices, 54 in number, are said to be well behaved, intelligent lads, who give every promise of becoming good seamen, perhaps officers. The writer adds:

They are under the exclusive charge of Lieut. Gausevoort, who takes great interest in them, as do, indeed, all the officers of the ship. The boys are divided into two watches, one watch attending school while the other is employed in the ordinary duties of the ship. They thus attend school every other day. Their schoolmaster, who, by the way, is very capable, having been a public teacher in the United States, reports favorably of their attention and improvement. They will, I think, obtain as good an education as boys generally get at our public schools.

They are taught reading, writing, arithmetic, navigation, and composition; some specimens of the latter, which have been shown to me, written by the elder boys, were really very creditable to the writers. They are allowed to go ashore on liberty as a reward for good conduct, and thus far but one or two have required any punishment. They have the free use of the ship's library, and most of them are very devoted readers.—*Newark, N. J., Daily Adv.*

**A CHILD EDUCATED BY A MILITIA COMPANY.**—Among the passengers for New York, by the ship *Floridian*, which sailed yesterday, is Miss ANNA WHEELER, the interesting *élève* of the Mobile Rifle Company. It will be in the recollection of many of our readers, that some years since, on the sudden death of Mr. Morris Wheeler, a popular member of that volunteer corps, his brother soldiers united in paying every public tribute of respect to his memory; and as a further substantial and abiding testimony of their esteem, undertook the charge of raising and educating his daughter, then a little child. That trust they have faithfully executed, and have provided ample funds for the increased expenditure required by advancing growth. The child, now an intelligent girl of ten or eleven years of age, has been sent to the north to receive, at the best schools there, every advantage of mental and moral cultivation, such as her liberal benefactors desire to bestow upon the orphan of their deceased friend. We are glad to be assured that this act of noble sensibility has been worthily bestowed, and that their protégé exhibits all the signs of a gentle and docile disposition, and the proofs of a superior capacity, which must gratefully the hearts of her young protectors.—*Mobile Courier*.

A correspondent of the Savannah Republican makes the following statement of the distances and charges on the route of travel between that city and New York:

	Distances.	Passage.
From Savannah to Charleston,	95 miles	\$5 00
" Charleston to Wilmington,	165 "	10 00
" Wilmington to Weldon,	175 "	10 00
" Weldon to Portsmouth,	80 "	5 00
" Portsmouth to Baltimore,	180 "	8 00
" Baltimore to Philadelphia,	95 "	4 00
" Philadelphia to New York,	100 "	3 00
Total	890 miles.	\$45 00

**FIRST ARKANSAS CARAVAN TO MEXICO.**—About the 1st inst., a caravan with 40 men and 18 wagons, besides a number of mules, left Van Buren, in this State, fitted out by Messrs. PICKETT & GREGG, of that place, bound on a land voyage to Chihuahua, in the republic of Mexico, with an assorted stock of merchandise, principally dry goods. About 40 U. S. dragoons, under command of Lieut. BOWMAN, were to meet them at Camp Holmes, on the Canadian, 150 miles west of Fort Gibson, to escort the caravan a portion of its journey through the country of the wild Indians.—*Little Rock Gazette, May 15.*



## ARMY.

## OFFICIAL.

GEN. ORDERS, } ADJUTANT GENERAL'S OFFICE.  
No. 30. } Washington, June 3, 1839.

I...The Major General commanding-in-chief, having observed that the dragoons, when serving as light infantry, practise the obsolete system of 1834, instead of the prescribed system of 1835, "for Light Infantry and Rifle Skirmishes," directs that the former be now discontinued. The "Carbine Manual," prescribed in General Orders, Jan. 4th, 1837, will not be changed.

II...Whenever the dragoons are dismounted and serve on foot, the established "Rules for the exercise and manœuvres of the U. S. Infantry," published by authority of the War Department, the 10th of April, 1835, will be strictly conformed to.

III...The Buglers, Drummers, and Fifers, belonging to companies not serving with their colours, must not be separated from their respective companies.

IV...When four or more companies are serving at the Headquarters of the Regiment, the privates allowed to act as musicians in the Regimental Band will be dropped from the rolls of absent companies, and be all mustered in the companies stationed with the colours.

BY ORDER OF MAJOR GENERAL MACOMB:  
R. JONES, Adj't Gen.

GEN. ORDERS, } HEAD QUARTERS OF THE ARMY.  
No. 5. } Fort King, May 19, 1839.

I...With a view to recruit the 2d regiment of dragoons, the following arrangement will be carried into effect as soon as possible.

Capt. Bryant's company, (A.) Capt. Fowler's, (H.) Capt. B. L. Beall's, (I.) and Capt. Winder's, (K.) will repair without delay to Garcey's Ferry, where with Captains Bullock's and Howe's, (F. and G.) all will be dismounted except company K, commanded by Lieut. Darling, and their horses will be turned over for inspection by a Board of Dragoon Officers. Such as are found fit for cavalry service will be given in charge of an officer who will conduct them to Jefferson Barracks by easy marches,—company K, and its officers, being employed for that purpose. The remainder will be turned over to the Quartermaster's department. The five dismounted companies, with their officers, will then embark for Fort Hamilton, N. Y. harbor, where they will await further orders. All the company property will be taken with them, except the horse furniture, which will be packed and marked, designating the companies to which it belongs, and forwarded by water to the Quartermaster at Jefferson Barracks, for the 2d dragoons.

II...The principal Quartermasters at Garcey's Ferry and Tampa Bay, will, with the approbation of the respective commanding officers, dispose of all horses, mules, and other cattle that may not be required for the public service, and reduce their respective establishments to correspond with the requirements of the public service, in order that there may be no unnecessary expenditures.

BY ORDER OF MAJOR GENERAL MACOMB:  
ED. SCHRIVER, A. A. Gen.

## APPOINTMENT.

First Lieut. J. H. Prentiss, 1st arty., to be Assistant Adjutant General, with the brevet rank of captain, May 24, 1839, and ordered to report to Major Gen. Scott.

## SPECIAL ORDERS.

No. 39, June 8—Leave to 2d Lieut. R. H. Graham, 4th infy., extended three months.

Capt. S. Mackenzie, 2d arty., to be relieved by a 1st Lieut. of the 4th arty. from recruiting service, at Syracuse, N. Y., and to join his company.

Surgeon Randall, relieved from duty at Carlisle Barracks, and to report to the President of the Medical Board; after his examination, to repair to Garcey's Ferry for duty.

A detachment of 86 recruits and 7 musicians left New York on the 4th inst., under charge of Capt. E. K. Smith, 5th infy., destined to Forts Howard and Brady, via Buffalo and the lakes.

45 recruits left New Orleans on the 11th May, to reinforce the 3d infy., at Fort Jessup, under charge of Lieut. W. H. Gordon.

Ordnance Department.—June 7—Capt. G. D. Ramsay, ordered to Camp Washington, as principal ordnance officer to the camp.

Mar. 9—Lieut. A. H. Dearborn, ordered to command, temporarily, of the Baton Rouge arsenal.

Medical Staff.—Ass't Surgeon Th. Henderson, at Fort Monroe, Va., and Ass't Surgeon J. B. Wells, at Washington, D. C., to proceed to New York and report to Surgeon T. G. Mower, President Medical Board of Examiners.

## NAVY.

## U. S. VESSELS OF WAR REPORTED.

BRAZIL SQUADRON—Razec Independence, Commo. Nicolson, and ship Fairfield, Lieut. Comd't. Tilton, at Montevideo, April 15, the latter just returned from Buenos Ayres. Comm'r. Boardman, has arrived at Rio Janeiro to take command of the Fairfield.

WEST INDIA SQUADRON—Frigate Macedonian, sloop of war Ontario, Vandalia, Levant, and Erie, lying off the city of Pensacola on the 1st inst. The sloop of war Natchez was at the Navy Yard, and would shortly sail for the north.

Ship Erie, Comm'r. Smoot, arrived at Pensacola on the evening of the 25th ult. from Tampico 8th, and Matamoros 10th ult. She left the Warren at the former port. Officers of the Erie:

Commander Jos. Smoot; Lieutenants, A. Lewis, J. A. Russ, J. F. Green, J. C. Walsh; Surgeon T. L. Smith; Master (act'g.) J. Mooney; Purser J. C. Holland; P. Mid. L. B. Avery; Ass't. Sur. J. W. Taylor; Midshipmen, J. H. Brown, J. J. Barry, I. G. Strais, Wm. H. Montgomery, N. C. Bryant, J. Mathews, Jr.; Prof. of Mathematics J. Nooney, Jr.; Captain's Clerk J. C. Clark; Boatswain T. Tyler; Sailmaker B. B. Burchsted; Gunner Wm. Craig; Ship's Steward Peter Walters.

Ship Warren, Comm'r. Spencer, off Tampico, the latter part of May.

Packet schr. Woodbury, Lieut. Comd't. Nicholas, arrived at New Orleans, May 30, from Tampico.

Frigate Constitution, spoken May 29, lat. 23, 51—lon. 70, 53.

## MARRIAGES.

In this city, on the 6th inst., by the Rev. Mr. BEAR, Lieut. STEPHEN C. ROWAN, of the U. S. Navy, to Miss MARY B., daughter of the late Dr. ROBERT B. STARK, of Norfolk.

In Ogdensburg, N. Y., on the 24th ult., Lieutenant GEORGE LINCOLN, of the 8th reg't U. S. infantry, to Miss NANCY HOARD.

## DEATHS.

In the island of Cuba, on the 12th Oct. 1839, on the coffee estate Hermitta, GEORGE BROOKS; and on the 17th April, 1839, at Sagua la Grande, EDGAR BROOKS; the last, intending to rejoin his brother, whom he had not seen since their childhood, died the same day while preparing to embark for the United States. Both were brothers of HOMER BROOKS, 1st Lieut. 2d regiment of arty. U. S. A.

At Fort Monroe, on the 31st ult., HENRY SMITH, aged 4 years and 9 months, son of Dr. THOMAS HENDERSON, of the U. S. army.

JOHN SMITH--MERCHANT TAILOR  
(LATE OF WEST POINT)

RESPECTFULLY begs leave to return thanks to Officers of the U. S. Army for their liberal patronage, and to inform them that he has changed his place of business to 163 Pearl Street, New York, where he hopes, from his long experience and unremitted exertions a continuation of their favors.

N. B. Orders forwarded with despatch. July 1-ly

# ARMY AND NAVY CHRONICLE.

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WASHINGTON, THURSDAY, JUNE 20, 1889.

[WHOLE No. 233.]

## PROCEEDINGS OF CONGRESS, IN RELATION TO THE ARMY AND NAVY.

### SENATE.

FRIDAY, DEC. 21.

Mr. TALLMADGE presented the memorial of a number of citizens of Tompkins county, in the State of New York, praying a revision and amendment of the militia system, which was referred to the Committee on the Militia, and ordered to be printed.

Mr. WALKER presented the memorial of Daniel T. Patterson, praying that certain items of expenditure directed by him to be made whilst in command of the United States' squadron on the Mediterranean station, and for which he is held accountable to the purser, may be allowed by the proper officers in the settlement of the purser's accounts; and that certain expenses incurred in giving passage to the United States consul and his family, from Malta to Tripoli, may be refunded; which was referred to the Committee on Naval Affairs.

The Senate proceeded to consider the resolution reported by the Committee of Claims, the 19th inst., respecting the claims for depredations committed during the Seminole war; and agreed to.

SATURDAY, DEC. 22.

The VICE PRESIDENT laid before the Senate a memorial of Edmund Fanning, an elder brother of the late Nathaniel Fanning, of the United States navy, praying that the heirs of the deceased may receive a portion of the prize money, due for prizes captured while serving under Commodore John Paul Jones; and that a gold medal may be presented to his only surviving child and daughter, in commemoration of his gallantry in a memorable naval combat during the Revolutionary war; which was read, and referred to the Committee on Naval Affairs.

WEDNESDAY, DEC. 26.

A message was received from the President of the United States, transmitting a communication and accompanying documents, from the Secretary of War, relative to the present state of the Pea Patch island, in the Delaware river, and of the operations going on there, for the erection of defences for that important channel of commerce.

The message was read, referred to the Committee on Military Affairs, and ordered to be printed.

Mr. LANS submitted the following motions, which were considered, by unanimous consent, and agreed to:

*Resolved*, That the Committee on Commerce be instructed to inquire into the expediency of establishing marine hospitals on the Mississippi and Ohio rivers, and, also, on the northern lakes; and that the late report of the Secretary of the Treasury and documents accompanying the same, be referred to the same committee.

*Resolved*, That the Committee on Commerce be instructed to inquire into the expediency of making an appropriation to improve the harbor of St. Louis, Missouri.

*Resolved*, That the Secretary of War send to the Senate the report (if any has been made) of the engineer who had the superintendence of the public works undertaken for the purpose of improving the harbor of St. Louis, Missouri.

*Resolved*, That the Committee on Commerce be instructed to inquire into the expediency of making an appropriation to improve the navigation of the Missouri river, from its mouth to Fort Leavenworth.

THURSDAY, DEC. 27.

Mr. LANS presented the petition of Allen Gorham, praying to be allowed compensation for his services as a master carpenter on the New Orleans station, whilst commanded by Commo. Porter; which was referred to the Committee on Claims.

Mr. LYON submitted the following motion, which was considered, by unanimous consent, and agreed to:

*Resolved*, That the Committee on Commerce be instructed to inquire into the expediency of establishing

at the city of Detroit, in the State of Michigan, a hospital for the relief of the sick and disabled seamen and navigators of the great American lakes.

On motion of Mr. NILES,

*Ordered*, That the petition of Isaac Hull, on the files of the Senate, be referred to the Committee on Naval Affairs.

FRIDAY, DEC. 28.

Mr. YOUNG presented resolutions of the General Assembly of the State of Illinois, requesting the Senators and Representatives of the said State in Congress to procure the passage of a law directing a survey of the northern and western lakes, and the navigable rivers flowing into the same; which were referred to the Committee on Commerce.

Mr. ROGERS submitted the following motion; which was considered, by unanimous consent, and agreed to: *Resolved*, That the Committee on Military Affairs be directed to consider and report upon the expediency of constructing fortifications, or establishing other defences at important and exposed points on the maritime frontier of the State of Maine, especially at Portland harbor, at the entrance of Kennebec river, and at the narrows of Penobscot river; and that they consider the subject with reference to the claim of that state to an equal and just participation with the other States of the Union, in the benefits of the system of national defence embraced by the constitutional duties of this Government; and more especially with reference to the existing controversy, so greatly prolonged, in which the territorial rights of Maine are involved, a large portion of her territory having been usurped by a foreign power, and being now held in subjection thereto; with leave to report by bill or otherwise.

*Resolved*, That the same committee further consider, with reference to the same subject of controversy, and the right which every State has, under the federal constitution, to protection for its territory from foreign aggression, whether any and what further provisions are necessary to be made for the greater security of the inland frontier of Maine, and the staying of encroachments; with leave to report as aforesaid.

MONDAY, DEC. 31.

The VICE PRESIDENT laid before the Senate a report of the Secretary of War, relating to the improvement of the Harbor of St. Louis, made in compliance with a resolution of the Senate of the 27th inst.; which was read, referred to the Committee on Commerce, and ordered to be printed.

The VICE PRESIDENT laid before the Senate a report of the Secretary of War, made in compliance with a resolution of the Senate of the 22d instant, relating to the defence of the frontier of the State of Maine; which was read, and referred to the Committee on Military Affairs.

*Ordered*, That it be printed, and that 1,000 copies, in addition to the usual number, be sent to the Senate.

Mr. NORVELL presented the memorial of the officers, non-commissioned officers, and privates of the Brady Guards, of the city of Detroit, in the State of Michigan, praying to be allowed three months' full pay for actual service in protecting the United States property, and aiding in the suppression of disturbances on the Canada frontier; which was referred to the Committee on Military Affairs.

Mr. NORVELL presented two memorials of a number of citizens of the State of Michigan, praying an appropriation for the completion of the harbor of Brest, and the construction of a light house or Stony point, on Lake Erie, in said State, which were referred to the Committee on Commerce.

Mr. FULTON, from the Committee on Public Lands, to whom the subject was referred, reported a bill (S. 149) to revive an act authorizing certain soldiers in the late war to surrender the bounty lands drawn by them, and to locate others in lieu thereof, and for other purposes; which was read, and passed to the second reading.

Mr. WILLIAMS, of Maine, from the Committee on Pensions, to whom was referred the memorial of the widow

of Gen. Henry Leavenworth, submitted an adverse report, which was read.

Mr. TALLMADGE submitted the following motion; which was considered, by unanimous consent, and agreed to.

*Resolved*, That the Committee on Naval Affairs be instructed to inquire into the expediency of allowing house rent to the officers stationed at the navy yards at Philadelphia and New York.

WEDNESDAY, JAN. 2, 1839.

Mr. BENTON, from the Committee on Military Affairs, to whom the subject was referred, reported a resolution (S. 6) to authorize the purchase of an island in the river Delaware, called the Pea Patch; which was read, and passed to the second reading.

Mr. WILLIAMS, of Maine, from the Committee on Pensions, to whom was referred the memorial of John R. Fenwick, submitted a report, accompanied by the following resolution:

"That the prayer of the memorialist be not granted."

On motion of Mr. BENTON,

*Ordered*, That the Committee on Military Affairs be discharged from the further consideration of the memorial of the widow of Alex. R. Thompson; and that it be referred to the Committee on Pensions.

Mr. SMITH, of Indiana, submitted the following motion; which was considered, by unanimous consent, and agreed to:

*Resolved*, That the Committee on Indian Affairs be instructed to inquire into the expediency of making an appropriation to compensate and pay the militia who were called out by authority of the Indian agent at Logansport, Indiana, in the year 1836, to suppress a threatened riot at the payment of the annuities at that place; and that the papers relative to the same, on the files of the Senate, be referred to said committee.

Mr. FULTON submitted the following motion; which was considered, by unanimous consent, and agreed to:

*Resolved*, That the Secretary of War be instructed to report to the Senate all the information in the possession of the War Department, in relation to the present situation of the Memphis road, and what further appropriation will be necessary to complete the same.

Mr. BENTON submitted the following motion; which was considered, by unanimous consent, and agreed to:

*Resolved*, That the Committee on Military Affairs be instructed to inquire into the expediency of making payment and compensation to Col. H. G. Morgan, of Missouri, for military services in Florida, and for raising troops for service in that Territory.

Mr. CLAY, of Alabama, submitted the following motion; which was considered, by unanimous consent, and agreed to:

*Resolved*, That the Secretary of War be directed to inform the Senate at what time the claims of the volunteers from Alabama, for horses lost in the service of the United States in the late campaign against the Seminole Indians, will be examined and settled under existing regulations; and whether any, and what, further provisions are, in his opinion, necessary to a prompt and just settlement of said claims.

THURSDAY, JAN. 3.

The VICE PRESIDENT laid before the Senate a report of the Secretary of War, showing the expenditure of the appropriation for the contingent expenses of the military establishment during the year 1838.

Mr. DAVIS, from the Committee on Commerce, to whom was referred the petition of a number of officers of the revenue cutters, submitted a report, accompanied by the following resolution:

*Resolved*, That the further consideration of this petition be postponed until the next session of Congress, to give the petitioners an opportunity to adduce such proofs as they may deem expedient in support of their petition.

*Ordered*, That the report be printed.

Mr. BENTON, from the Committee on Military Affairs, reported a bill (S. 160) to provide for the armed occupation and settlement of that part of Florida which is now overrun and infested by marauding bands of hostile Indians; which was read, and passed to the second reading.

Mr. BENTON submitted a document relating to the said bill, which was ordered to be printed.

Mr. DAVIS submitted the following motion; which was considered, by unanimous consent, and agreed to:

*Resolved*, That the President of the United States be

requested to communicate to the Senate such proceedings as have been had under a law of the last session, providing for the examination of inventions designed to diminish or prevent the calamities resulting from the explosion of steam boilers.

The Senate proceeded to consider the resolution reported by the Committee on Pensions on the petition of John R. Fenwick; and

*Resolved*, That they concur therein.

FRIDAY, JAN. 4.

Mr. McKEAN presented the memorial of a number of citizens of Erie county, in the State of Pennsylvania, praying the establishment of an armed steam vessel on the northern lakes, to be used as a revenue cutter; which was referred to the Committee on Commerce.

Mr. BENTON presented three memorials from the officers of the line of the army, severally praying that officers of the line of the army may be placed on the same footing, as to pay and promotion, as officers of the staff; which were referred to the Committee on Military Affairs.

Agreeably to notice, Mr. BENTON asked and obtained leave to bring in a bill (S. 172) to authorize payment to be made to certain Missouri volunteers, for services in the years 1829 and 1836; which was read the first and second times, by unanimous consent, and referred to the Committee on Military Affairs.

Mr. MOUTON submitted the following motion; which was considered, by unanimous consent, and agreed to:

*Resolved*, That the Committee on Military Affairs be instructed to inquire into the expediency of making an appropriation for the erection of barracks in the vicinity of Shreveport, in the State of Louisiana, for the accommodation of such military force as may be necessary for the protection of our frontier settlement in that neighborhood.

SATURDAY, JAN. 5.

Mr. PRESTON presented the petition of G. Croghan, Inspector General in the army of the United States, praying to be allowed back rations; which was referred to the Committee on Military Affairs.

Mr. MORRIS, from the Committee on Pensions, to whom was referred the memorial of the widow of Alexander R. Thompson, submitted an adverse report; which was ordered to be printed.

MONDAY, JAN. 7.

The VICE PRESIDENT laid before the Senate a report of the Secretary of War, made in compliance with a resolution of the Senate, in relation to the present situation of the Memphis road; which was read.

The Senate proceeded to consider the resolution reported the 3d inst. by the Committee on Commerce on the petition of a number of officers of the revenue cutters; and

*Resolved*, That they concur therein.

TUESDAY, JAN. 8.

The VICE PRESIDENT laid before the Senate a report of the Secretary of War, made in compliance with a resolution of the Senate of the 2d inst., relating to claims of the Volunteers of Alabama for horses lost in the service of the United States, in the late campaign against the Seminole Indians.

Mr. SWIFT presented resolutions of the Legislature of the State of Vermont, instructing the Senators and requesting the Representatives of said State in Congress to use their exertions to procure the passage of a law for the more thorough organization of the militia of the United States; which were referred to the Committee on the Militia, and ordered to be printed.

Mr. WALL presented the petition of a number of officers of the line of the army, praying that officers of the line of the army may be placed upon the same footing, as to pay and promotion, as the officers of the staff; which was referred to the Committee on Military Affairs.

Mr. BENTON presented the petition of W. S. Ketchum, an assistant commissary of subsistence in the United States army, praying the reimbursement of a sum of money alleged to have been stolen from him while in the discharge of his public duty; which was referred to the Committee on Military Affairs.

Mr. TIPTON, from the Committee on Military Affairs, to whom was referred the memorial of the widow of Benjamin F. Nourse, reported a bill (S. 180) for the relief of Josephine Nourse, which was read, and passed to a second reading.

Mr. PRESTON, from the Committee on Military Af-

fares, to whom was referred the memorial of George Croghan, reported a bill (S. 184) allowing rations to Brig. Gen. George Croghan, Inspector General of the United States army; which was read, and passed to the second reading.

WEDNESDAY, JAN. 9.

Mr. CLAY, of Kentucky, presented the petition of a number of officers of the line of the army, praying that officers of the line of the army may be placed on the same footing as to pay and promotion as officers of the staff; which was referred to the Committee on Military Affairs, and ordered to be printed.

Mr. BENTON presented additional documents relating to the claim of Joseph M. Hernandez to be indemnified for losses sustained in the Seminole war, in consequence of the occupation of his plantations by the troops of the United States; which, with the petition on file, was referred to the Committee on Claims.

Mr. RIVES, from the Committee on Naval Affairs, to whom was referred the bill (S. 85) to explain and amend the fifth section of the act passed the 30th of June, 1833, for the better organization of the United States marine corps, reported it without amendment.

THURSDAY, JAN. 10.

Mr. ROANE presented the petition of a number of officers of the line of the army, praying that officers of the line of the army may be placed upon the same footing, as to pay and promotion, as officers of the staff; which was referred to the Committee on Military Affairs.

Mr. CALHOUN presented the petition of William H. Chase, a major in the corps of engineers, praying that the distinction which now exists in the pay and emoluments of the different corps of the army may be abolished; which was referred to the Committee on Military Affairs.

Mr. KING submitted the following motion; which was considered, by unanimous consent, and agreed to:

*Resolved*, That the Committee on Military Affairs be instructed to inquire into the expediency of making compensation to Lieutenant S. B. Thornton, for losses sustained by him in the destruction of the steamboat *Pulaski*.

Mr. KING submitted documents relating to the claim of Lieut. S. B. Thornton; which were referred to the Committee on Military Affairs.

On motion of Mr. WILLIAMS, of Maine,

*Ordered*, That the Committee on Naval Affairs be discharged from the further consideration of the petition of Ezekiel Jones; and that it be referred to the Committee on Pensions.

FRIDAY, JAN. 11.

Mr. LUMPKIN presented resolutions of the General Assembly of the State of Georgia, instructing the Senators and requesting the Representatives of the said State in Congress to urge the immediate adjustment and settlement of the claims of the volunteers of General Nelson's brigade, to remuneration for horses lost during a campaign in Florida; and to use their exertions to procure an appropriation for the payment of the officers of said brigade; which were referred to the Committee on Military Affairs.

Mr. LUMPKIN presented resolutions of the General Assembly of the State of Georgia, instructing the Senators and requesting the Representatives of the said State in Congress to use their exertions to procure the passage of an act to compensate certain persons whose property has been destroyed by the troops of the United States; which were referred to the Committee of Claims.

The Senate proceeded to consider the report of the Committee on Pensions on the petition of the widow of Alexander R. Thompson; and, in concurrence therewith,

*Resolved*, That the prayer of the petitioner ought not to be granted.

The Senate proceeded to consider, as in Committee of the Whole, the bill (S. 79) for the relief of James H. Clark; and, on motion Mr. KING, it was recommitted to the Committee on Naval Affairs.

## HOUSE OF REPRESENTATIVES.

WEDNESDAY, JAN. 16.

Mr. McKAY, from the Committee on Military Affairs, reported a bill (No. 1037) to amend the act entitled "An act for calling forth the militia to execute the laws of the Union, suppress insurrections, and repel invasions,

and to repeal the act now in force for these purposes," approved February 28, 1795; which bill was read the first and second time, and committed to the Committee of the Whole House on the state of the Union.

THURSDAY, JAN. 17.

Mr. INGHAM, from the Committee on Naval Affairs, reported the following resolution, viz:

*Resolved*, That the Committee on Naval Affairs be instructed to inquire into the expediency of building five brigs or schooners for the public service; the same having been recommended by the Secretary of the Navy.

The said resolution was read, and agreed to by the House.

The SPEAKER laid before the House sundry communications, viz:

I. A letter from the Secretary of War, transmitting the information called for by the House on the 31st December ultimo, in relation to the distribution of arms to the militia of the United States under the act of April 23, 1809; which letter was ordered to lie on the table.

II. A letter from the Secretary of War, transmitting statements of the contracts made by the various officers of the War Department on behalf of the United States in the year 1833; which letter and statements were laid on the table.

SATURDAY, JAN. 19.

The SPEAKER laid before the House sundry communications, viz:

I. A letter from the Secretary of War, transmitting a report from the Ordnance office, containing the information called for by the House on the 14th instant, in relation to the expenditure of the one hundred and fifty thousand dollars appropriated during the last session of Congress for the erection and repair of arsenals, &c; which letter was ordered to lie on the table.

II. A letter from the Secretary of War, transmitting the report and maps of the survey of the Neenah or Fox river, and other information called for by the House on the 14th instant; which letter and accompanying papers were ordered to lie on the table, and the maps of the survey to be lithographed.

V. A letter from the Secretary of War, transmitting a statement of the appropriations for, and the expenditures on, the military service of the United States during the year 1835, with the unexpended balances remaining in the Treasury at the close of the year; which letter was ordered to lie on the table.

MONDAY, JAN. 21.

Mr. GRAHAM, by leave, moved the following resolution, viz:

*Resolved*, That the Secretary of War be requested to inform this House, as soon as he can, what number of the Cherokee tribe of Indians are now remaining in the State of North Carolina; what means the Government has provided for their subsistence; and why they were not removed west of the Mississippi river, according to the terms of the treaty, and the provisions of an act of Congress passed at the last session; and also, how, to whom, and for what, has the money, appropriated under that act, for subsistence and removal of the Cherokee Indians, been expended and applied.

The resolution was read and considered, and after debate, was agreed to.

Mr. ANDERSON presented a petition of inhabitants of Castine, in the State of Maine, praying for an appropriation for the erection of a light-house on Widow's island, near the entrance of Penobscot bay.

Mr. PARMENTER presented a petition of inhabitants of Lynn, Charlestown, and the city of Boston, in the State of Massachusetts, praying an amendment of the law granting a bounty to vessels engaged in the fishing business.

*Ordered*, That the said petitions be referred to the Committee on Commerce.

Mr. JOHN QUINCY ADAMS presented a memorial of William Callender, of Boston, in the State of Massachusetts, praying permission to test, in the navy yard at Charlestown, in Massachusetts, the utility of certain improvements made by him in the art of gunnery; which memorial was referred to the Committee on Military Affairs.

TUESDAY, JAN. 22.

Mr. SAWYER, by leave, presented a resolution of the General Assembly of the State of North Carolina, adopted on the 8th of January instant, requesting the Senators and Representatives in Congress from that State to

use their exertions in procuring from the General Government an appropriation for opening an inlet at or near *Nag's Head*, on the coast of North Carolina; which resolution was referred to the Committee on Commerce.

The SPEAKER laid before the House sundry communications, viz :

A letter from the Secretary of the Navy, stating that the survey of Newark bay, called for by the House on the 14th instant, was conducted under the direction of the Treasury Department, and that the Navy Department is consequently not in possession of the chart of said survey; which letter was laid on the table.

A letter from the Secretary of War, transmitting information called for by the House on the 14th instant, in relation to the improvements in the harbor of Marcus Hook; which letter was referred to the Committee of Ways and Means.

A letter from the Secretary of War, transmitting information called for on the 14th instant, relative to the pursuit, capture, and execution of certain reputed Indian refugees and murderers within the limits of one of the States; which letter was ordered to lie on the table.

A letter from the Secretary of the Navy, transmitting a statement of the contracts made by the Navy Department on behalf of the United States during the year 1838; which letter was ordered to lie on the table.

The rule being suspended for the purpose of receiving the same,

Mr. EVERETT moved the following resolution, which was read, and laid on the table one day, under the rule, viz :

*Resolved*, That the Secretary of War be directed to lay before this House copies of the instructions given for negotiating the treaties with the Pottawattamie Indians of the 20th, 26th, and 27th October, 1832, and of all the correspondence of or with the Department before and after those dates, relating to the negotiation of said treaties, or to their execution before the ratification of the same; and also copies of all the bills of purchase of all goods, wares and merchandise, and horses delivered to said Indians, or to other persons during the said negotiations, or at the time of signing said treaties, for any purpose, or subsequently delivered in execution of the same; together with a statement of the expense of negotiating said treaties, with the names of the persons to whom paid, and the sum paid to each.

WEDNESDAY, JAN. 23.

Mr. CHAMBERS, from the Committee of Claims, to which the subject was referred on the 20th of December, reported a bill (No. 1061) for the relief of certain officers of the Florida militia, accompanied by a report; which bill was read the first and second time, and committed to a Committee of the Whole House to-morrow.

Mr. KENNEDY, by leave, moved the following resolution, which was read and laid on the table one day, under the rule, viz :

*Resolved*, That the Secretary of the Navy be required to communicate to this House a list of the various articles of provisions, hospital stores, canvases, cordage, lumber, hay, coal, materials of iron, copper, leather, and all other articles not enumerated in contracts, purchased and procured for or at the various naval stations of Boston, New York, Baltimore, Norfolk, and Pensacola, during the year 1835; stating from whom the same were purchased, and the prices paid for each article.

Mr. PANKER, from the Committee on Indian Affairs, to which was referred the memorial of the Tuscarora Indians, reported a bill (No. 1072) for the relief of the said Indians; which bill was read the first and second time, and committed to the Committee of the Whole House on the state of the Union.

The SPEAKER laid before the House a letter from the Secretary of War, transmitting a report from the Second Auditor in answer to the call of the House of the 5th of January instant, for "a statement of the final settlement of the accounts of Lewis Cass, late superintendent of Indian affairs; of the annual salary of said superintendent; and of any extra compensation, commissions, or other allowances over and above his annual salary, which have been credited or allowed to him at the Treasury Department; and at what time, or under what law or rule of the Department, said allowances were made; together with any opinion which may have been given by the Attorney General in regard to said accounts and allowances;" which letter and report were ordered to lie on the table.

THURSDAY, JAN. 24.

Mr. HENRY presented a petition of citizens of Beaver county, in the State of Pennsylvania, praying for the establishment of a national armory at the falls of Beaver river, which petition was referred to the Committee on Military Affairs.

The House again resolved itself into Committee of the Whole House on the state of the Union.

On motion,  
*Resolved*, That so much of the President's message as relates to Indian affairs, except what concerns the defence of the frontiers against Indian hostilities, and the protection of the Indians against the intrusions of the citizens of the United States, be referred to the Committee on Indian Affairs.

*Resolved*, That so much of said message as relates to the defence of the frontiers against Indian hostilities, and the protection of the Indian tribes from the intrusions of citizens of the United States; so much thereof as relates to the establishment of a manufactory of small arms west of the Alleghany mountains, and to a manufactory of gunpowder, together with so much as relates to the report of the Secretary of War, and the public interests intrusted to the War Department, except the subjects embraced in the immediately preceding resolution, be referred to the Committee on Military Affairs.

*Resolved*, That so much of said message as relates to the militia of the United States, be referred to the Committee on the Militia.

*Resolved*, That so much of said message as relates to the report of the Secretary of the Navy, and the interests intrusted to the Navy Department, be committed to the Committee on Naval Affairs.

Mr. McKAY, from the Committee on Military Affairs, reported a bill (No. 1079) making appropriations for the defence of the northern and western frontiers; which bill was read the first and second time, and committed to the Committee of the Whole House on the State of the Union.

Mr. McKAY, from the Committee on Military Affairs, reported joint resolutions (No. 40) making it the duty of the Attorney General of the United States to examine into the titles of the lands or sites purchased by the United States for the purpose of erecting arsenals, armories and other public works, and for other purposes; which resolutions were read the first and second time, and the further consideration thereof was postponed until Tuesday, the 29th of January instant.

Mr. McKAY, from the Committee on Military Affairs, to which the subject was referred on the 20th of December ultimo, reported a bill (No. 1080) to amend an act entitled "An act to provide for the better protection of the Western frontier," approved July 2, 1836, and to repeal so much of the act making appropriation for the support of the army for the year 1836, approved May 14, 1836, as requires the removal of the troops from Fort Gibson; which bill was read the first and second time.

The SPEAKER laid before the House a letter from the Secretary of the Navy, transmitting copies of the proceedings of the two courts-martial ordered to try certain charges preferred by Commodore J. D. Elliott against Lieutenant C. G. Hunter, together with a copy of the charges preferred by Lieutenant Hunter against Commodore Elliott, upon which the Navy Department, considering all the circumstances of the case, did not, at that time, think proper to institute any proceeding; which papers were called for by the House on the 14th instant.

*Ordered*, That the said letter and documents do lie on the table.

MONDAY, JAN. 28.

Mr. FLETCHER, of Massachusetts, submitted the following resolution, which was read, considered, and agreed to, viz :

*Resolved*, That the Secretary of the Navy be directed to furnish this House with certain charges heretofore preferred by Samuel Etheridge, of Massachusetts, against Captain J. D. Elliott, of the navy of the U. S.; and to furnish the reasons, if any, why the Department has not heretofore ordered a court of inquiry to sit upon said charges against said Elliott.

Mr. HALLEY moved the following resolution; it was considered, and agreed to, viz :

*Resolved*, That the Secretary of War be requested to furnish a copy of the report and drawings in reference to the Harbor of Stonington, in Connecticut, together

with any additional information in reference to the improvement of said harbor.

Mr. FILLMORE moved the following resolution, viz:

**Resolved,** That the President be requested to communicate to this House, if not in his opinion incompatible with the public interests, what demand has been made upon the British Government for satisfaction for the outrage committed under its authority in burning the steamboat *Caroline*, and murdering our unarmed citizens on board; and what reply said Government has made to such demand; and all the correspondence on the subject of said outrage, between this Government and that, or the officers or agents of either, or the officers or agents of this Government and the President, or any of its departments, which have not heretofore been communicated to this House.

The said resolution was read, considered and agreed to.

Mr. GRANT submitted the following resolution; which was read, viz:

**Resolved,** That the Committee on Ways and Means be instructed to report to this House with all convenient despatch, a bill making appropriations for the improvement of rivers and harbors for the year 1839, and for certain surveys of the same, according to the estimates for those objects as submitted to this House, or to said committee, during the present session, by the departments and bureaus having charge of said improvements and public works.

The previous question thereon was demanded by Mr. GRANT; when, objection being made, it was laid on the table, under the rule.

On motion of Mr. RUSSELL,

**Resolved,** That the Committee on Military Affairs be instructed to inquire into the expediency of continuing the military road from Plattsburg to Whitehall, in the State of New York.

Mr. AYCOCK submitted the following resolution; which was read, and the rule which requires the same to lie on the table one day being dispensed with, it was considered, and agreed to, viz:

**Resolved,** That the Secretary of the Treasury be directed to furnish this House with a report and extract from the coast survey, containing Newark bay, in the State of New Jersey, and the bars in its vicinity.

Mr. NAYTOR submitted the following resolution; which was read, and laid on the table one day, under the rule, viz:

**Resolved,** That the Secretary of the Navy be directed to furnish this House with copies of the charges of inhuman, unofficerlike, ungentlemanly, and infamous conduct, preferred by Charles C. Barton, a passed midshipman of the U. S. navy, against Captain Jesse D. Elliott, while in command of the Mediterranean squadron, together with all communications in relation to said conduct of said Captain Elliott, and to said charges on file in the Navy Department; and to communicate the reasons, if any, why the said Elliott has not been ordered to be tried upon said charges.

Mr. MONTGOMERY submitted the following resolution, viz:

**Resolved,** That the Secretary of War be instructed to inform this House whether any of the State troops called into the service of the United States in the Cherokee country yet remain unpaid, and if so, how many; and the reasons why these claims have not sooner been settled.

The resolution was considered and agreed to.

On motion of Mr. SOUTHGATE,

**Resolved,** That the Committee on Military Affairs be instructed to inquire into the expediency of increasing the public buildings, and enlarging the public grounds, at the military post at Newport, in Kentucky.

On motion of Mr. JOSEPH L. WILLIAMS, of Ten.,

**Resolved,** That the Committee on Commerce inquire into the expediency of an appropriation for the improvement of the Holston and Tennessee rivers, under the survey made by Col. Long, of the U. S. topographical corps, in the year 1832; and, also, into the expediency of an appropriation for a survey of so much of said streams and their navigable tributaries as is not embraced in the actual survey herein indicated.

On motion of Mr. JOSEPH L. WILLIAMS, of Ten.,

**Resolved,** That the Committee on Claims inquire into the expediency of indemnifying, for their necessary expenses, the company of Captain John B. Croziers, mounted volunteers Tennessee militia, who repaired to Athens, the place of rendezvous preparatory to entering

the service of the United States, under the proclamation of Governor Cannon, of the 6th of June, 1836.

Mr. TURNER moved the following resolution, viz:

**Resolved,** That the Secretary of War communicate to this House the number of horses belonging to the volunteers in the service of the United States, in Florida, which were turned over to the United States, and the orders under or by which they were so turned over, and by what authority said orders were made. That he also communicate the aggregate value of said horses when mustered into service, with their equipments, and also the value assessed at the time they were turned over; and that he communicate the cause of the great difference in value, and whether it was not owing to the fact that a large portion of said horses had given out, and were abandoned for want of forage. That he also communicate the number of claims for lost horses now on file, the number that have been paid, and the number yet remaining to be audited and paid, and the reason why they have not been paid before this; and whether the claims of the volunteers, under the command of Major Lauderdale, for lost horses, have been examined by the Third Auditor, and the causes of the great delay of that officer to perform this service, and when it is likely he will examine and adjust said claims.

The rule which requires this resolution to lie on the table one day being suspended by a vote of the House, the said resolution was considered, and agreed to.

## FOREIGN MISCELLANY.

### Correspondence of the United Service Journal.

PORTSMOUTH, April 21, 1839.—A ship of the line, the *Benbow*, 74; the *Blonde*, 46; and *Dublin*, 50, with two brigs, *Childers* and *Cho*, of 16 guns each, have been brought forward during the month of April. The *Benbow* and *Childers* have been commissioned; at other ports, the *Belleisle*, *Blenheim*, *Druid*, *Winchester*, and *Curagoa* are fitting. So many men of war preparing for service has caused work for the printers, and excited officers in command, or those nominated, to open rendezvous, and endeavor to allure sailors to enter for their respective ships. To set forth the advantages which seamen will, according to their ideas, derive by joining Her Majesty's navy at this moment, each officer has tried some tempting address or other, and it is amusing to read the broadsides, large octavo and small posting bills, now distributed in various parts, in and about this town.

That officers may have a guide for drawing out a good bill, when appointed to a ship, a few specimens follow of those now in effect, all trying to get Jack to volunteer. Their colors vary in green, blue, yellow, and red.

Instead of the plain and unvarnished statement, that "Petty officers and able seamen are wanted for Her Majesty's cutter *Snipe*," one bill, from the *Powerful*, states her wants, and that she "is a fine ship, and, in the event of a war, will be able to take her own part."

Then was issued one, that a few bandsmen were required; and another, that a few painters would be taken, the latter to undergo their profession—thus leading persons to imagine that some theatrical performance was going on, and that music and scene painting were to form part of it. However, another bill soon appeared, repeating the want of petty officers and seamen, and adding the most important fact, "That, in the event of a war, it will be necessary to take two or three hundred supernumeraries to man the prizes."

This, however, did not attract sufficiently, and in consequence out came a large broadside to say—

"That petty officers and seamen are wanted for Her Majesty's ship *Powerful*."

This notice the officers were desired to follow up, and told not to loiter about the streets; but in the evenings, when they heard a fiddle playing, go into the public-house and try their luck! Even these expedients did not succeed; for the *Powerful*,

when mustered and inspected by Admiral Sir Philip Durham on the 16th inst., previous to going to Plymouth to endeavor to complete her complement, was nearly 100 short. However, to return to the posting-bills. Fancy the following:—

"Look, Jack!

Here's a chance!

The lucky Curlew, that made lots of prize-money on the coast last commission, is now fitting out under Lieut. George Rose,

Who knows the coast well, and has vacancies for petty officers and seamen. Go to the Sheer-Hulk Rendezvous, Portsea, and get a berth before it is too late."

This, it would appear, was not a bit, for the "lucky Curlew" is still in harbor, and very far from manned. In fact, she requires nearly all her petty officers and seamen.

The bill of the "Waterwitch," describes her as the "Fine clipper brig.

Commanded by Lieut. J. Matson,  
(late First Lieutenant of the Pearl,")

and holds out the positive assurance of lots of prize-money!

The Winchester's first notice merely stated that she was

"Fitting for the flag of Vice-Admiral Sir Thomas Harvey, K. C. B., the Commander-in-Chief at Halifax and the West Indies."

In the next she was described as a "beautiful frigate." Then another bill came out, declaring that "Any men volunteering for the Winchester, fitting for the flag-ship at Halifax, will be received on board the Britannia, and a tender sent round to bring them to the ship.

Bag and baggage.

The landlord of the Ship Anson will pay the waterage of any men to the flag-ship, and Mrs. Capon and Mrs. Smart at the Point will do the same."

The fortune of these bum boat ladies is made, being now hauled down to posterity.

~The Curagoa's bills say that

"Her masts and yards have been reduced since last in commission, and an addition to the crew of twenty men."

So that Jack will be in a bed of roses, and able to play at chequers in the top nearly all the dog-watch.

The Druid—

"Is a splendid 44-gun frigate," and the men entering "will be received on board the Britannia, and victualled until a passage is found for them to join." As if they did not know it before.

The Hydra—

"Is a splendid steam frigate," but "none will be received without producing good certificates."

The Etna—

"Is rigged, and nearly ready for sea." So that the men have nothing to do but go on board, take a berth, and make themselves comfortable until the vessel is sent to Spithead.

The Childers—

"Is the fine fast-sailing (flying) Childers."

The Benbow, 72, wants—

"Petty officers  
(with increased pay)  
and stout landmen."

The increased pay varies from 1s. 6d. to 6d a month. Stout landmen are not so plentiful, or, if so, are not very anxious for sea-service.

Then some ships merely announce that they have vacancies for a few petty officers, armorers, carpenters, and such like, perhaps at the time they require half the crew.

The Victory has her bills written, as printing is expensive; and informs all and sundry, in a mild and unpretending way, that

"Able seamen will be received on board."

Such are a few of the inducements offered by officers commissioning ships, and who are compelled to

resort to these measures to endeavor to get their vessels manned, but which, by a small increase of pay, might be effected without difficulty, simply by offering the best market.

## CAMPS OF EXERCISE.

These camps are annually formed in Europe for the purpose of concentrating the troops and training them in general movements, with a view to their efficiency during a state of war. The subjoined extracts from the United Service Journal point out some of the advantages which result from this practice, and we are happy to find that the subject is deemed of sufficient importance by the Secretary of War to induce a similar practice in our army. Already a camp of exercise has been formed in the neighborhood of Trenton, which we doubt not will prove highly beneficial to the service.

## CAMPS OF EXERCISE.

[ABREVIATED FROM THE UNITED SERVICE JOURNAL, FOR SEPT., 1832.]

Nations are secure in proportion to their strength: that strength is represented by their armed force; and peace, viewing man as an animal whose perfectibility as a race is a jest, can only be considered a vacation from war, and a breathing time wherein to prepare stoutly for its inevitable return, come when or whence it may.

The powers of the continent are wisely alive to these truths. History has not been to them "an old almanac"—nor, with a liberality of reasoning overstepping the bounds of logic, or the counsels of common sense, have they blinked the lessons of contemporary experience.

Armies and fleets, like other machines, are but a union of details, each of which may be preserved in a state of abstract efficiency, while the aggregate remains untried and ineffective. The parts of a steam engine, however admirably adapted singly, are powerful only when combined. Where war is the question, the *disjecta membra*, the disjointed limbs of an army or fleet, demand previous connection and unity for the due performance of their higher and special functions. The petty, though doubly vexatious and responsible, duties of home service, are doubtless executed by fragments of our forces, so as to furnish ample exercise to our tars and soldiers, as far as conflicts with mobs and smugglers are calculated to improve their separate training and qualify them for a foreign field. However, the fact of this dispersion of our troops creates a necessity for their occasional reunion, even more pressing than in the case of those states to which we have alluded. The British army at home is more subdivided than any other in Europe: the subdivision descending as low as sections of troops and companies. The difficulty, therefore, of retaining even troops or companies, still more regiments, in the state of order and efficiency, in which it is the pride and duty of British officers to maintain their corps, is increased in the ratio of their minute distribution.

Upon the above grounds, and because the trade of war comes not by inspiration, but must, like other "occupations," be learned, we hold it to be either a false economy or a paltry jealousy which, straining at gnats and swallowing camels, debars the British army from the means of its own perfection and the country's ultimate profit. The old soldiers are fast melting away; their successors are animated by the best spirit, but want such technical experience as may easily be afforded to them, without ruinous consequences, pecuniary or political, to the nation.

For the training of bodies of men in general mot-

ments, and their initiation in the sedentary portion of the game of war, there is no medium so ready and efficacious as a CAMP OF EXERCISE. Even upon so low a scale as five thousand men of all arms, its effects, technically, are prompt, practical, and lasting; while, if the season be propitious, and the site judiciously chosen, the influence of a camp life, however short its duration, upon the health and habits of the men encamped, is invigorating and beneficial. A camp teaches to combine and employ both the *personnel* and *matériel* of war, and, in mimic strife, though with its actual means and appliances, to do battle with the enemy.

Were we advocating the cause of any other body, in a country so enlightened and light-seeking as this, we might have claimed attention to the point for which we contend, simply upon the score of "education,"—a camp being to the soldier what the university is to the student, or a manufactory to the mechanic.

Should it be objected, that the troops could not be spared from their respective posts, even for the brief period allotted for their encampment, or the relief of those moved into camp, we answer, that their places might be supplied, *pro tempore*, either by calling out the regiments of militia in the vicinity of their stations, for training; or by placing the local yeomanry on permanent duty till the return of the troops. In either case the employment of the proposed substitutes might be reconciled with the general practice, and would demand no special arrangement save that of time and place.

If an example in modern times be required, we will cite one, more illustrious perhaps in its *morale* than its magnitude: GENEVA—the sensorium as it were of freedom, without the incumbrance of its body,—the pigmy of war and the colossus of watches—Geneva herself affects martial propensities, and has an annual camp of exercise! The fact is certain. We have seen it with our own eyes, and shared the patriotic ardor of that sturdy state, which bows not to man or God,\* on witnessing its "beauty and chivalry" disporting under canvas. The affair might, by a critic made of sterner stuff than ourselves, have been thought to savor of Lilliput and the ridiculous; but it serves our argument—Geneva keeps a camp!

A large camp composed of infantry, cavalry, and artillery, is now in progress of formation at Berlin; another, still more numerous, is assembling at Milan; and a third, composed of the flower of the Dutch army, and fully equipped for the field, with a train of eighty guns, has been for some time collected on the borders of Belgium.

The Prussian army of exercise is to undertake both the operations of a siege and the evolutions of the open field—a certain time being appropriated to the several branches of manœuvre. The Austrians will cover the plain round Milan with their fine cavalry. The Dutch probably will march to Brussels, headed by their gallant Prince. An experienced British officer, just returned from a visit to their camp, assures us that the Dutch army is in the finest order, and fit to take the field against any opponents.

These military assemblages will doubtless be resorted to by many British officers, who may avail themselves of the periodical leave for that purpose; and thus—with ample means, if applied, at home—are our young and old soldiers, who desire to learn new, or repeat early lessons, driven to the continent for the practical study of their profession. Those officers will there see how soldiers are publicly appreciated; they will here experience how they

are ostensibly slighted and abused, but covertly courted and sought to be corrupted. If indispensable to the power and security of foreign communities, the military are no less so to our own, where they are the guardians, under the law, of public order, and the sentinels of society in a season of conspiracy and convulsion.

**FRENCH REGIMENTAL SCHOOLS.**—These establishments are placed on the following footing:—To every cavalry or infantry regiment two schools must be attached, the one superior to the other, and both conducted on the principle of what is termed mutual instruction. The individuals employed in the superior school, are a director (*Officier Directeur*), a sub-officer as monitor-general, six private monitors, and some supernumerary monitors. The lower school has a director and monitor-general, and a given number of other monitors. The monitors-general receive a fee, as remuneration, of nine francs (about seven shillings) per month, and the private monitors from two to three francs (about 1s. 6d. or 2s. 6d.) a month. The course of tuition in the lower schools comprises reading, writing, and arithmetic; in the superior schools, French grammar, military accounts, geography, the military history of France, the elements of geometry, elementary fortification, and taking plans and surveys. It is ordered that each school shall contain, so far as it may be practicable, 150 pupils from each infantry regiment, and 80 from each regiment of cavalry. Such privates as cannot read nor write, and are ignorant of arithmetic, are to enter the lower school; and if there should not be accommodation for the whole of them, they are to be admitted in succession, according to some fixed plan of rotation. The course of instruction in the superior schools must be pursued by every subaltern officer who does not possess necessary acquirements; and such serjeants, corporals, and privates as have had an education which renders them fit to be admitted. The courses begin between the 1st and 15th of October in each year, and terminate between the 1st and 15th of July in the following year. They are continued every day in the week excepting Saturdays and Sundays, and last two hours each day. Those who most distinguish themselves are mentioned in the regimental orders, and their names are placed on a board in some public situation in the school. Subaltern officers are not allowed to be placed on the list for promotion, unless they have passed an examination, which affords proof that they have duly availed themselves of the opportunity placed within their reach. All absences from the schools are punished in the same way as absences from military duty; and any misconduct of a serious nature which occurs during the meeting of a class is punished with expulsion from the schools. The French army annually calls out about two-sevenths of the male population of twenty years of age: that is to say, 80,000 young men out of 290,000, or thereabouts. Of these 80,000 there are about 30,000 who can neither read nor write. In 1831, the courses of instruction given in the lower schools were pursued by 27,059 soldiers; in 1833, by 22,450; and at present, by 35,000 and upwards; and of these last, between 7,000 and 8,000 are enough advanced to be admitted in the superior schools.—*United Service Journal*.

**PORTSMOUTH, May 15.**—H. M. ship *Queen*, of 110 guns, projected by Capt. Wm. Symonds, surveyor of the navy, was launched from this dock-yard at a quarter before 12. There were upwards of 30,000 persons present to witness this sight. This noble ship was sent forth to her native element in gallant style. Immediately after the launch the ship was brought into the dock-yard basin to be shortly coppered and fitted for ordinary. Her dimensions are—length of the gun deck, 294 feet; length of keel for tonnage, 166 feet 5½ inches; extreme breadth, 66 feet; depth of hold, 23 feet 2 inches; tonnage, 3,099.

\*The Genevese do not uncover on entering even their fine cathedral of St. Peter's, the interior of which is sufficiently grave and Gothic to create devotional feelings.



## ORIGINAL POETRY.

## LINES.

Written on the death of Miss LYDIA BIDDLE GATES, only daughter of Lieut. Col. W. GATES, of the U. S. Army, who died at Fort Columbus, Governor's Island, New York, on the 28th February, 1839, of a rapid consumption, aged nineteen.

BY THE REV. JOHN PIERPONT, OF BOSTON.  
LYDIA.

I saw her mother's eye of love as gently on her rest,  
As falls the light of evening's sun upon a lily's breast;  
And the daughter to her mother raised her calm and  
loving eye,  
As a lake, among its sheltering hills, looks upward to  
the sky.  
I've seen a swelling rosebud hang upon its parent stem,  
Just opening to the light, and graced with many a dewy  
gem;  
And ere that bud had spread its leaves and thrown its  
fragrance round,  
I've seen it perish on its stem, and drop upon the ground.  
So in her yet unfolding bloom, hath LYDIA felt the blast:  
A worm unseen hath done its work—to earth the bud is  
cast;  
And on her lowly resting place, as on the rosebud's bed,  
Drops from the parent tree are showered, her parents'  
tears are shed.  
And other eyes there are that loved upon that bud to  
rest;  
There's one who long had hoped to wear that rose upon  
his breast;  
Who'd watched and wait'd lovingly 'till it was fully  
blown,  
And who had e'en put forth his hand, to pluck it for his  
own.  
A stronger hand than his, that flower hath gathered from  
its tree!  
And borne it hence, in Paradise to bloom immortally!  
And all that breathe the fragrance there, that its young  
leaves exhale,  
It shall remind of Sharon's rose—the lily of the vale.  
The soldier-father have I seen suppress a struggling sigh,  
And a tear, wheno'er he spoke of her, stood trembling  
in his eye;  
No other daughter on his bosom e'er had slept, a child;  
No other daughter on his knee had ever sat and smiled.  
And he was far away from her, but for her had his fears,  
And anxious thoughts upon his brow had left the stamp  
of years;  
And now the grave hath, from his hand, received its  
sacred trust,  
And father's, mother's, lover's tears have mingled with  
the dust.  
Peace to her dust! for, surely, peace her gentle spirit  
knows;  
Around her narrow house on earth the night wind sadly  
blows,  
But heavenly airs, that through the trees of life forever  
play,  
Are breathing on her spirit's brow, to dry her tears  
away.

## TO MAJOR GENERAL MACOMB.

Hail to the chief who returns from the field,  
No chaplet to wear from the graves of the dead—  
More honor'd his fame, with peace for a shield,  
To cover the land where safety had fled,  
Than to reap from the field of carnage and strife,  
New trophies of war to add to his name.  
Long have they honor'd the page of his life—  
Long will they live in the anthems of fame.  
The blood of the brave no longer shall flow,  
The war whoop of fear is hush'd through the land;  
The olive and vine in culture shall grow,  
The pipe and the chace shall bless every band.  
Prosperity bless the beautiful clime;  
The garden of flow'rs and nursery of health,  
Where clusters the orange and blossoms the lime,  
Let peace wave her banner, bask'd upon wealth.  
Then green grow the sod on the warrior's grave,  
And hallowed the spot wherever he fell—  
The willow and cypress lovely shall wave,  
And the sigh of their leaves long be their knell.  
WASHINGTON CITY, June 1, 1839. T. L. S.

## WASHINGTON CITY;

THURSDAY, ..... JUNE 20, 1839.

## NEW PUBLICATIONS, LONDON, MAY 1, 1839.

Nearly ready for publication, in 3 vols., 8vo., with Maps, Charts, and numerous Illustrations, by Landseer, and other eminent Artists, Narrative of the Voyages of H. M. S. Adventure and Beagle, by Captains King and Fitzroy, and Charles Darwin, Esq., Naturalist of the Beagle.

Third edition, price 4s. Will be published immediately on the promulgation of the Mutiny Act and Articles of War, for 1839, a revised and enlarged edition of the Observations on the Practice and Forms of District, Regimental, and Detachment Courts Martial. By a Field Officer. This edition will be rendered strictly conformable to existing regulations, and will contain a variety of New Forms of Charges and Tables; with some Remarks on the Constitution and the form of Proceedings of Courts of Enquiry, &c.

In the press, and shortly will be published, in 1 vol., 8vo., the Practice of Navigation, and Nautical Astronomy, with all the requisite tables for determining the Latitude and Longitude. For the use of seamen and Travellers. By H. Raper, Lieut. R. N., Secretary to the Royal Astronomical Society.

We point the attention of the Services to the Prospectus attached to our present number, of a Professional Work by Lieut. Henry Raper, of the Royal Navy, of which the first volume is announced for early publication. Aware, as we are, from long personal intercourse, of the eminent qualifications of this officer for the great and laborious task he has undertaken, and knowing the indefatigable pains he had for many years bestowed on its composition and completion to the highest point of mathematical accuracy, we feel more than usual confidence in recommending the forthcoming results of Mr. Raper's highly useful and meritorious labors to the patronage of all ranks and classes of that service to whose use the work is devoted.—United Service Journal.

REVENUE CUTTER SERVICE.—We have received the long expected list of officers of the Revenue Cutter Service; but as our columns are at present crowded with matter which has been waiting room for insertion, and as it is so near the close of the volume, we shall defer the publication until the early part of next month.

The Board of Navy Officers, ordered to convene at the Naval Asylum, near Philadelphia, on Monday next, 24th Inst., for the examination of Midshipmen, will be composed of Commodore JACOB JONES as President; Captains C. W. MORGAN, L. KEARNY, J. GALLAGHER, and T. H. STEVENS, members. Professor D. McCURE, Mathematical Examiner.

NEW SLOOPS OF WAR.—The Sullivan has been launched at Portsmouth, N. H., and the Yorktown at Norfolk, Va. The Marion, lately launched at Charlestown, is nearly rigged, and may soon be got to sea. The Decatur, at New York, has her armament on board, and is nearly ready for sea. It is probable that they will be commissioned as fast as crews can be obtained.

Who was the author of the articles in the Military and Naval Magazine, some years since, on the naval incidents of the Revolution in this section of country? Can he not find time to draft an article upon the Revolutionary Navy of Virginia, for the Southern Literary Messenger, or the Army and Navy Chronicle.—Norfolk Beacon.

If we mistake not, the gentleman, above alluded to, resides in Norfolk, and we hope he will profit by the hint given in the Beacon.—Ed. A. & N. C.

**SCARCITY OF SEAMEN.**—The difficulty of procuring seamen to man vessels of war is not confined to our own service. In the British navy the same difficulty exists, and a correspondent of the United Service Journal points out some of the devices resorted to by the recruiting officers to man their ships. We have extracted a part of his communication.

There was a time during our remembrance, when it was not an easy task to restrain the roving propensities of the youth of our country, and their strong predilection for a sea-life. The same inclination, it is to be presumed, still exists; but whether owing to the treatment they receive on ship-board, to the increase of commerce in a greater ratio than the increase of population, or to the stronger temptations to remain on shore, the cry for years past has been that seamen are scarce.

It has been too much the custom, heretofore, to consider the sailor as an outcast from decent society, a reprobate past hope of reformation, and consequently past caring for; but a better era is dawning upon this long neglected class. By treating them as rational beings, their own self-respect is increased; by attending to their moral culture at sea and on shore, their usefulness is extended. By saving them from the haunts of vice and dissipation, and the grasp of rapacious landlords, their health and comforts are promoted. Savings institutions, for depositing a portion of their wages to accumulate on interest—churches, temperance boarding houses, homes and asylums for their comfort on shore—libraries, for their leisure hours at sea—are some of the means by which their improvement is to be effected. With these aids, and with temperate, moral, and careful commanders on ship-board, all that is desirable may eventually be accomplished.

Letters on public business are frequently received at the Adjutant General's Office, addressed to one or the other of the Assistant Adjutants General, by name, and are consequently charged with postage, as they have not the privilege to frank or receive letters free, except during the absence of the Adjutant General, when they are charged temporarily with the duties of the office. Such letters should be addressed, simply, "To the Adjutant General of the Army."

Major General WINFIELD SCOTT arrived in this city last evening, from New York, and took his departure in the cars, at 10 o'clock this morning, for Saratoga.—*Troy Whig*, June 8.

Lieut. Col. R. B. MASON, 1st dragoons, passed Little Rock, on the steamboat DeKalb, on the 21st May, on his way to his post. The building of Fort Wayne is under his superintendence.

#### ARRIVALS AT WASHINGTON.

June 10—Lt. R. D. A. Wade, 3d arty. Mr. Frye's Lt. J. E. Johnston, Top Engrs. Mrs. Ulrick's  
14—Capt. E. D. Bullock, 2d Drags. Fuller's  
Major M. P. Lomax, Ordnance. Gadsby's  
Capt. R. Anderson. A. A. Gen. Fuller's  
17—Major D. Randall, Paymaster, P. Hagner's  
P. Ass't. Sur. J. B. Wells, army, cor. G & 18th sts.

#### LETTERS ADVERTISED.

WASHINGTON, June 15, 1839.

ARMY—Capt A Canfield, Gen J R Fenwick 2, Major J D Graham.

NAVY—Capt W C Bolton 4, Com James Biddle, Purser J De Bree, Purser H Etting, Lieut S C Rowan, Lt A S Worth.

MARINE CORPS—Lt J L C Hardy, Lt J G Reynolds, Lt T T Sloan.

REVENUE CUTTER SERVICE—Lt Osmond Peters.

PHILADELPHIA, June 15.

NAVY—Dr R T Barry, Purser J DeBree, Mid E S Hutter, J L Heap, Capt F A Parker, Mid J Riddle, Capt R Voorhees, Dr A J Wedderburn, Dr L Wolfley.

ARMY—Dr J B Wright.

#### PASSENGERS.

CHARLESTON—June 12, per steam packet C. Vanderbilt, from Wilmington, Captain T. M. Newell, of the navy.

SAVANNAH, June 13, per steam packet W. Gaston, from Savannah, Capt. T. M. Newell, of the navy. June 15, per steamboat Charleston, from Garey's Ferry, bound to New York, Maj. T. T. Fauntleroy, Lieut. Merrill, Inge, and Ransom, with companies E and G, of the 2d dragoons; and Capt. E. Backus, 1st infy.

St. AUGUSTINE, June 7, per schooner Empire, from Charleston, Col. C. Andrews, of the army.

MOBILE, June 4, per steamboat Champion, from Pensacola, Major Hoffman, of the army, and Lieut. McLaughlin, of the navy. June 6, per steamboat Champion, from Pensacola, Capt. Rousseau, and Lt. Steedman, of the navy.

#### ARRIVALS AT PHILADELPHIA.

June 13, F. B. Renshaw, F. Huger, Navy; Dr. B. Randall, army; Capt. Parker, navy.

#### COMMUNICATION.

##### PAY OF THE ARMY.

To the Hon. J. R. Poinsett,

Secretary of War.

SIR: In your capacity of a custodian of the rights of the members of the army, I would respectfully ask your attention and interference in a case in which a right, having a no lighter foundation than a positive law, has been set at naught, and is in a fair way to be lost sight of.

The first section of "an act to increase the present military establishment of the United States, and for other purposes," approved July 5, 1838, contains the following clause: "And be it further enacted, That every commissioned officer of the line or staff, exclusive of general officers, shall be entitled to receive one additional ration per diem for every five years he may have served, or shall serve, in the army of the United States."

A decision of the 2d Comptroller of the Treasury has been published to the army, to the effect that this service in the army must have been in the capacity of a commissioned officer, to come within the meaning and benefit of the section. And, consequently, that service as cadet, sergeant, corporal, or private, is not to be counted by the paymaster.

I have looked in vain into the law of March 3, 1817, which creates the office and prescribes the duties of the Second Comptroller, for his authority to decide such a point; it could originate no where but in the following clause of section 9: "That it shall be the duty of the Second Comptroller to examine all accounts settled by the Second, Third, and Fourth Auditors, and certify the balances arising thereon, to the Secretary of the Department in which the expenditure has been incurred."

But, sir, could any thing but an empty treasury have caused an intelligent mind to raise the question as to the meaning of the clause of the act of 1838, which I have quoted; much less to have come to so extraordinary a decision? If, sir, you would undertake to pen the section, with the express intention of compensating for services rendered in every capacity, how would you do it, otherwise than it has been

done? The use of the words "commissioned officer," in the first line was absolutely necessary to indicate the recipient of the allowance. An individual thus indicated "shall be entitled to receive one additional ration per diem for every five years, he may have served, or shall serve, in the army of the United States;" and no addition of "as a commissioned officer," or, "as such," which would have been so natural and easy—so necessary, to express such a meaning.

Col. Benton, in his place in the Senate, expressly explained the object of the law to be to compensate, without regard to rank, for length of service, and to provide for the additional expenses usually attendant upon an increase of age. And surely time treats all alike, the soldier and the officer.

I have heard many persons, who should have known better, assert, in connexion with this subject, that cadets are not members of the army. Allow me here to refer all such to sections 26 and 27, of the act of March 16, 1802, in the latter of which it is enacted that "the engineers, assistant engineers, and cadets of said corps, shall be subject at all times to do duty in such places, and on such service, as the President of the United States shall direct;" and to a military law approved April 29, 1812, section 3; "And be it further enacted, That the cadets heretofore appointed in the service of the United States, whether of artillery, cavalry, riflemen, or infantry, or that may in future be appointed as hereinafter provided, shall at no time exceed two hundred and fifty;" and all such cadets shall be entitled to, and receive, the pay and emoluments now allowed by law to cadets in the corps of engineers."

With great respect, your obedient servant,  
A "COMMISSIONED OFFICER."

#### DOMESTIC INTELLIGENCE.

ST. AUGUSTINE, June 8.—Picolata is to be abandoned, and the sick are to be removed to Fort Heileman.

On Wednesday night the Indians attacked a house near Alligator, on the road to Newnansville, and killed Mr. Ostein, and wounded Mr. S. Dell and Miss Ostein.

On Saturday night last an altercation took place at New Smyrna between two privates of Captain Bryant's Company, 2d Dragoons, when private Kearns interposed and separated the parties. It is said he kicked one of the men, who seized a rake and killed him (Kearns) on the spot.

At Fort Brook one soldier shot another last week. Killed outright.

On the 26th ult., 18 miles from Fort Fanning, two privates of Capt. Bradley's Volunteer Company were killed by Indians. One of the parties was scalped three times.

"FORT KING, May 30, 1839.—A few Indians have come in since I last wrote. A large number, with Tiger-Tail and several other chief, will be here in a day or two. The chiefs never asked Gen. Macomb whether they would be permitted to remain permanently South of Pease creek, and he never told them that they would not. If the Indians should be permitted to remain in Florida, it will be a fatal blow to the prosperity of the Territory; and every Floridian ought to raise his voice against so suicidal a measure.

"Since writing the above our negro interpreter (Murray,) who is the best and most useful man we have in that capacity, was shot in the side by a scoundrel named Edgar, who is Orderly Sergeant of the Company that garrisons this post. The ball passed immediately over the stomach, and under the peritoneum, and I think is lodged in the liver. He is still alive, but his chance of recovery is very slim. He had not been shot more than an hour, when a couple of chiefs arrived here; but having no interpreter, I

cannot tell you what news they bring from the interior. To-morrow they will bring in with them from a camp 9 miles from here, another Indian negro who will interpret for us."

[The murder of the negro Murray was accompanied with circumstances of great wantonness. Sergeant Edgar complained to Col. Whistler that Murray was insolent to him, and was informed that the matter should be examined into, and, if guilty, punished. The sergeant insolently demanded it then, and was ordered to his quarters; from whence he took a ride and went to Murray's tent, and, whilst sleeping, discharged the contents into his stomach.

Murray was captured in 1836, and belonged to Micapataka, now West, and was considered the best guide in the nation. It is rather surprising that, under these circumstances of outrage, Edgar should have been bailed at Newnansville.]—*News*.

FLORIDA.—We learn from a gentleman just from Tallahassee, that the greatest possible excitement exists in the Territory. That they have determined to take the war into their own hands. Hundreds of volunteers are offering their services to Governor Call, who was expected to take the field on Monday last. The Territorial Government had offered a reward of \$200 for every Indian taken or killed. We wait with some anxiety for further particulars.—*Columbus, Geo., Enquirer, June 4.*

TROOPS.—The steamboat Ozark arrived here on Monday last, with 73 recruits, under command of Major LEAR, for the 4th U. S. Infantry, stationed at Fort Gibson, and proceeded with them up the river on the same day. They were all young men, principally native-born Americans; and we were pleased to see that some attention was paid to their personal appearance. Their fatigue uniform was neat and clean and appeared to have been cut with a view to fitting the figure of a man, and not, as has generally been the case, made several sizes too large, as if with a view to the prospective growth of the individual; and what, above all, gave them an additional air of decency, was the general absence of whiskers and moustaches, than which nothing more disfigures either a soldier or a citizen.

On the same boat were a few families of captive Seminoles, from Florida, on their way to join their brethren in the west.—*Little Rock Gazette, May 13.*

A MISTAKE CORRECTED.—The following paragraph appeared in the Bee on the 6th inst. It was published on the authority of a gentleman, formerly a captain in the United States army, who was led into the error by the indistinctness with which the names were written in the register at the hotel, having mistaken the name of lieutenant McComb for that of his father.

"MAJ. GEN'L McCOMB, and GEN'L WOOL, of the United States army, have arrived in this city from Florida. We understand that they have concluded a treaty with the Seminoles; the exact terms of which have not yet transpired—but the Indians are to keep possession of the 'disputed territory.'"

Upon ascertaining this error, we penned a correction of the mistake, which from accident was mislaid. We were not aware that the correction had not been published until we saw the paragraph contradicted in the Globe. For this negligence we are of course amenable to the censure of those who have been misled by us. The information was received from a source we were bound to respect, and being in its most important feature confirmatory of the rumors which were circulated in the Florida papers, we had no doubt of its accuracy, at the time.—*New Orleans Bee, May 27.*

We regret to learn that the schooner Woodbury, U. S. cutter, is about to be withdrawn as a packet running between this city and the Mexican ports. During the blockade, she rendered important services to our merchants, and until an end is put to the civil war now raging in Mexico, she may still be found very useful. The courteous and kind deportment of her officers, has rendered them deservedly popular, and created a general desire for the vessel to be continued on the route, for one or two more voyages at least, until affairs are settled among our semi-barbarous neighbors. The liberality of our Government might afford this accommodation, considering how little has been done hitherto for the furtherance and protection of our trade with Mexico.—*New Orleans Commercial Bulletin.*

**SCHOONER WOODBURY.**—This noble vessel, commanded by as noble a fellow as ever lived, has been withdrawn from her station on the Gulf as a government packet. We are sorry for this, for we had begun to look for the regular return of this vessel almost as a matter of course, as a positive and connecting link between ourselves and the barbarians of Mexico. Now we shall have to depend on chance for intelligence from Santa Ana's dominions. Captain Nicholas, who had the Woodbury in charge, has gained the esteem of all by his urbanity and strict attention to the trying duties assigned him, and there are none who will not regret that he had not been continued in the service, the fruits of which have been so valuable. Among all our friends, we know of none who has a firmer hold upon our esteem, and our fervent wish is that his barque may hurry on to the haven of his hopes with a smooth sea and kindly breezes.—*New Orleans True American.*

**DR. COWDERY, U. S. NAVY.**—The reader will peruse, in another place, the graphic account of the burning of the Philadelphia frigate by the gallant Decatur, as told by Cooper in his Naval History. Among those who were made prisoners by the Tripolitans on the grounding of the frigate, was our respected townsman Dr. JONATHAN COWDERY, then a Surgeon's mate, and now the senior Surgeon of the Navy of the United States. It is thirty-six years since the Philadelphia was taken, and the Doctor has reached his 74th year: yet he is one of our earliest risers, attends with the greatest regularity to his daily public duties, and enjoys excellent health. If his young friends do not become useful and conscientious members of society, do not learn to rise early, and live temperately, do not seek to prepare the way for enjoying that which Cicero tells us is the purest of earthly enjoyments—the evening of a well spent life, it will not be for the want of a living example before their eyes.—*Norfolk Beacon.*

A beautiful sloop of war to bear the name of "YORK TOWN," is to be launched from the Navy Yard at Gosport, on the 17th inst. She is built after the model adopted by the Board of Naval Constructors which convened at Washington last summer, and is to mount 16 guns. Much credit is justly due to the mechanics of the Yard for their despatch in the construction of this fine vessel, which we learn only occupied them 73 working days. The day selected for the launch, is the anniversary of the Battle of Bunker Hill, (an apt association of names and events) and that of the first opening of the Dry Dock at Gosport to receive the Delaware 74,—June 17, 1833.—*Norfolk Herald.*

**DRAGOONS MILITARY BAND.**—The corps of U. S. Dragoons now quartered at Fort Mifflin is said to have attached to it a band of musicians which, for number and masterly performance, is not exceeded by any other in the country. The reputation which this band has attained has caused numerous parties

of ladies and gentlemen to visit the fort, and these have lately become so frequent that it is found impossible to gratify the wishes of all. We are happy to learn, however, that, in order to prevent disappointment, Lieut. ASHINGTON has, in the kindest manner, offered to send the musicians to the city every Friday afternoon,—when the weather permits,—during their stay in their present quarters, for the purpose of affording the citizens generally an opportunity of hearing them.—*Baltimore American.*

The U. S. steamer Poinsett, recently fitted out at this port, under the direction of the War Department, left here yesterday afternoon for Norfolk, to complete her armament and crew, whence she will proceed to Florida, to co-operate with the army in that quarter, in the suppression of Indian hostilities. The following is a list of her officers:

ISAAC MAYO, Commander; I. S. Sterett, J. L. Ball, J. A. Davis, S. E. Munn, Lieutenants; Levin Handy, Acting Master; W. A. Slacum, Purser; W. M. Wood, Surgeon; D. S. Green, Passed Asst Surgeon; T. T. Sloan, Lieut. of Marines; H. Waddell, S. B. Thompson, Passed Midshipmen; M. C. Watkins, A. Murray, W. M. Caldwell, C. W. Bennett, Midshipmen; Wm. C. Tuck, Captain's Clerk; Geo. Thomas, Sailmaker; E. Foster, Asst Boatswain; J. McDonald, Asst Carpenter; —, Gunner; J. Adkinson, 1st Engineer; N. C. Davis, 2d do.—*Baltimore American, June 14.*

**UNPRECEDENTED TRAVELLING.**—The Baltimore Patriot says, that two British officers of the Royal Artillery, were on parade with their battalion, on Friday, May 17th, at Woolwich, Eng., (some miles on the eastern side of London,) and dined on Monday, June 3d, with one of their countrymen at Belzhoover's Hotel, in Baltimore. They came by the Great Western.

We learn that the Secretary of the Treasury has ordered the Revenue Cutter Hamilton, Capt. Sturgis, to proceed forthwith to the British Provinces, to ascertain the true causes which have led to the seizure of American fishing vessels for alleged encroachment upon British ground, and to report the same to the Department.—*Boston Post.*

**THE ENCAMPMENT.**—On Monday last, a mounted detachment of the United States Dragoons, numbering between 80 and 90 men, from the Carlisle Barracks, under command of Capt. E. V. Sumner, of the 1st Dragoons, arrived at the Encampment. They are fine looking men, and had noble horses.

There are now about seven hundred men in the encampment. It is rumored, that the troops in expectancy from Florida, will not arrive. The liability of renewed attacks from the Indians will perhaps detain them.—*Trenton Emporium, June 14.*

The U. S. troops are weekly increasing their numbers in Trenton. They now amount to about 900 in all, of which near one-fourth are cavalry. The most interesting time of visiting them is said to be during their morning parade, which is between 9 and 11 o'clock. They also parade between 4 and 7 in the afternoon. Report says their numbers are soon to be increased from 2,000 to 3,000 men.—*Princeton Whig.*

A short time since we were informed that Capt. ARTHUR of the British Army had passed through this city on his way to Washington, with despatches from Sir GEORGE ARTHUR, the Lieut. Governor of Upper Canada, on the subject of the conduct of Col. WORTH, in relation to the affair of the American schooner at Brockville. We find this confirmed by the Canadian papers, which say that Sir GEORGE, after enquiring into the particulars, had despatched a messenger to Washington.—*New York Courier.*

**VIRGINIA MILITARY INSTITUTE.**—The Visitors, appointed by the Governor, to organize the Virginia Military Institute, convened on Thursday last, and have been constantly occupied since, in the discharge of their functions. Col. Crozet, Gen. Botta, Gen. Johnston, Col. Dorman, Dr. Leyburn, and Hugh Barclay, and J. T. L. Preston, Esqrs., compose the Board; Gen. Peyton, Capt. Wiley, and James McDowell, Esq. are absent. With buildings to plan, contracts to make, officers to elect, and a detailed system to be drawn out for the government of the new Institution, the labors of the Board must necessarily be arduous. We understand that the Trustees of Washington College have made arrangements of a very liberal character, to unite the strength of both institutions so as to afford to the youth of our State, the most favorable opportunities for a complete education. No selection of professors has yet been made by the Board.

**WEST POINT MILITARY ACADEMY.**—At the close of the present annual examination at West Point, an address will be delivered by B. F. Butler, Esq., he having accepted an invitation from the Dialectic Society of the Cadets, to address them on the occasion of separating from such of their members as belong to the graduating class. The Society consists of Cadets, who have associated for the purpose of improvement in literature, and this mode of celebrating their annual meeting will no doubt prove as instructive as it is creditable. The address will be delivered about the 18th inst.

The editor of the Boston Mercantile Journal, who has himself had practical experience as a sailor, furnishes some reminiscences which show that the late feat of Captain Crane, in crossing the Atlantic in the iron vessel, R. F. Stockton, has not been without its parallel in former years. He says—

Why, it is only a few years ago, that a little schooner, called the Missionary, of about the same size and tonnage with the R. F. Stockton, left Boston for the Sandwich Islands, in the Pacific Ocean; and although deeply laden, and of an unfavorable model, passed through the straits of Magellan, and reached her destined port in safety. We will say nothing of Captain Shackford's adventure, who, in a little sloop of thirty or forty tons, sailed from Gibraltar for Demarara, whither he arrived in good time, with no one but himself on board, for he was a little deranged in the upper story. But we were once one of three individuals composing the officers and a crew of a vessel of less than thirty tons, which sailed from New York, for the Spanish Main;—and although we occasionally suffered for want of sleep, having to perform multifarious duties, we never regarded the trip as in the remotest degree perilous, or even unpleasant. We presume there are few sailors who would object to crossing the Atlantic in the R. F. Stockton, on the plea that such a vessel would be unsafe;—and although Captain Crane may be a very worthy, enterprising man, and a courageous and skilful seaman, we do not think the mere circumstance of crossing the Atlantic in a staunch vessel of thirty tons, well found, and with a good crew, is conclusive evidence of the fact.

**ARCTIC LAND EXPEDITION.**—Letters have been received, from Messrs. Dease & Simpson, dated at Fort Confidence, Great Bear Lake, Sept. 16, 1838, giving a narrative of their unsuccessful attempt to explore the residue of the eastern part of the coast of the Arctic sea. The season was cold and extremely unfavorable, and they were able to advance with their boat only to a point three miles from the site of Franklin's farthest encampment in 1821. Mr. Simpson, with a part of the company, advanced on foot 100 miles farther, to lat. 68° 43' 39", lon. 106° 3'. They propose to renew the attempt the present season, in hopes of finding a more open sea.—*Boston Daily Adv.*

*From the Globe, June 8.*

# **SOUTH SEA EXPLORING EXPEDITION.**

*Copy of a letter from Lieut. Charles Wilkes, commanding the Exploring Expedition, to the Secretary of the Navy, dated*

**U. S. SHIP VINCENNES,  
Orange Harbor, Terra del Fuego,  
February 22, 1839.**

SIR: I have the honor to advise you of my arrival with the squadron at this harbor, all in good health, on the 19th instant; this being the rendezvous I designated previous to carrying into effect your orders relative to exploring south in the antarctic circle, and the employment of the scientific corps in those regions.

Since my departure from Rio de Janeiro on the 6th of January, I have had no opportunity of communicating with you.

We had a long, although pleasant, passage, owing to light winds, to Rio Negro, on the coast of Patagonia, where your instructions carried me. Other duties have prevented my completing my report of the observations there; it shall be forwarded, however, to you the earliest opportunity, and will, I hope, be satisfactory to you.

We experienced some detention at Rio Negro, owing to the exposed situation of the open roadstead, and regret to inform you that we lost four anchors and cables, one by the Peacock and three by the two tenders—all the vessels having been compelled to get under way and run off during a gale—the Peacock, Porpoise, and tenders, were compelled to slip their cables.

On our return the next day the Porpoise recovered hers, but the others could not be obtained, after a diligent search, owing to their buoys having broken adrift; and, having completed all that your instructions required of me, I left Rio Negro on the 21st of February for the anchorage. On my track here I passed through the straits of La Maire, around and within four miles of Cape Horn, with the squadron in company.

I found the Relief here, engaged in preparing for us, agreeably to my instructions to her commander.

We have been also since our arrival constantly engaged in preparing the vessels for a cruise to the antarctic regions. Although I am fully aware that the attempt is hazardous, and may probably be unsuccessful, yet advantages may accrue from it to our future operations in any attempt we may hereafter make, and I cannot forego the opportunity which the season yet affords of making the trial.

I take leave also to enclose herewith the instructions I have given for this cruise, which will give you full information in regard to our intended movements.

I shall leave the Vincennes only in this harbor, safely moored, and proceed with the Porpoise and tender Sea Gull, to endeavor to gain a further knowledge of the extent of Palmer's land to the southward and eastward, as there may be less ice in that vicinity at this late season than at any other time, the new ice not having yet formed, which I trust will enable me to gain information for any future attempt.

Previous to leaving Rio de Janeiro I was apprehensive, as I informed you, that I should be very late in the season for this duty. I shall endeavor to improve our limited time to the best advantage, as will appear in the copies of my instructions herewith transmitted.

The Vincennes will await my return here as long as practicable; and in the event of my detention by ice, she will proceed to Valparaiso, there to join the other vessels that may not be detained, with instructions to Capt. Hudson to carry out as far as possible, previous to an attempt to aid me on the breaking up of the ice another season.

The Peacock, Porpoise, and tenders, have been fitted up with provisions from the Relief, and are

well supplied with warm clothing, preserved meats, and antiscorbutics, for any emergency, to make us comfortable in case of detention.

I take with me the pendulum and other instruments, to employ any time if we should be detained, which it will be my endeavor to avoid, for I am fully convinced of the delays and disadvantages such a detention would cause to the more important duties and operations of the expedition; yet I trust, in the event of such an accident, our time will not be misspent or lost. I have the honor to be, sir,

Most respectfully,

CHARLES WILKES,  
Commanding Exp. Ex.

Hon. JAMES K. PAULDING,  
Secretary of the Navy, Washington.

*From the New York American.*

We have received for publication, and cheerfully give place to, the annexed testimonial to the character and efficiency, as a naval commander, of Lieut. Slideil Mackenzie.

MONTEVIDEO, March 26, 1839.

The U. S. brigantine *Dolphin*, Alexander Slideil Mackenzie, commander, left this on the 21st instant, bound to various ports in Brazil and thence to the U. States.

Although bound to his own loved home, where many and dear friends are anxiously waiting to greet and welcome him, we cannot allow the occasion to pass without expressing our sincere regret at the departure of this efficient and gentlemanly commander. During the whole of his stay on this station, he has been eminently useful to his countrymen, and has afforded assistance to many of the natives who required his protection in the various political changes of these countries. He carries with him, with scarcely a dissenting voice, the best wishes of all who know him, either personally or by reputation.

Without reference to the conduct of any previous commanders, we do hope that in future the "Brazilian Station" may be favored with men, who, like Lieut. Mackenzie, will not allow the rights of their countrymen to be trampled upon with impunity. In no instance during his brief command here did he suffer a foreign power to obtain a single advantage over our flag, although his force was comparatively trifling. All who are conversant with, or interested in, the business of the river La Plata, will remember his decision and firmness in the cases of the American barque *Madonna*, and *schr. Fleet*, and the good results obtained by the steps he took in regard to those vessels.

As we said before, we are sorry to part with Lieut. Mackenzie, and we wish him well wherever fate may lead him. We are no prophets if his future career be not a brilliant one, should circumstances call him to unsheath his sword in defence of his country's rights.

Southgate & Co., Zimmermann, Frazier, & Co.,  
Alfred Peabody, Edward Davison,  
Wm. A. Rhodes, James P. Ellet.  
Amory Edwards,

#### DOMESTIC MISCELLANY.

##### THE FATE OF THE HORNET.

*To the Editors of the National Intelligencer.*

In the *National Intelligencer* of May 23d is republished an article from the *New York Dispatch*, in which some credence appears to be given to a tale of a sailor now settled in the Far West, of his being a survivor, with five others, of the crew of the United States sloop of war *HORNET*, lost some years since in the Gulf of Mexico. He is reported to have stated "that the *Hornet* was making for a harbor, when she struck upon a rock; and that he knows of the escape from the wreck of no persons except himself and his five companions." "They were drifted ashore upon

the island of Cuba, whence, after different changes and fortunes, he is found at the West."

The statements here made by this soi-disant sailor of the *Hornet* are so palpably false, that they would not obtain from me, at least, a contradiction, but for the reason that at different and distant periods the fate of the *Hornet* has been with me a subject of interesting investigation, near the place of her destruction.

Before I proceed to relate the result of my inquiries, I will offer but a word of comment upon the miserable attempt at deception practised by the pretended survivor of that lamented vessel and crew. It is known officially that the *Hornet* was at anchor off Tampico bar, on the coast of Mexico; and that, a violent norther coming on, she put to sea, and has never since been heard of; that she then pondered there can be no doubt, and that all on board perished with her is nearly equally certain. Some remains of the boats of the *Hornet*, it is understood, were subsequently found upon the adjacent coast of Mexico.

How the survivor in the West contrived to get ashore upon the island of Cuba, nearly one thousand miles from Tampico, will appear to a seaman somewhat miraculous; and that the *Hornet* should have struck upon a rock in making for a harbor is apparent to any one at all acquainted with the coast of Mexico to be a *silly lie*, for there is not a single harbor for a vessel of that class upon the whole Mexican coast of the Gulf of Mexico. Vera Cruz, about 180 miles south of Tampico, admits large vessels between the island and the city; but it is no harbor in a norther.

A few months before the loss of the *Hornet*, the writer of this communication was in Havana, in command of an armed vessel: the *Hornet* made her appearance off the Moro, and sent a boat into the port to communicate with the Consul, Mr. RODNEY. It came on to blow a gale of wind, and the boat could not return. An invitation was given and accepted for the officer and men to remain on board the vessel under my command. The following day the weather moderated, and the *Hornet* came into port. This small act of courtesy led to an acquaintance with Capt. NORRIS and his officers, which of course from knowing the sufferers personally augmented the deep regret felt by every American at the sad event which took place soon afterwards.

About one year after the event alluded to, while landing a cargo of valuable merchandise on the coast of Mexico, at the mouth of the St. Ander, I was informed by an American gentleman, a doctor, then there, that he was at Tampico at the time of the loss of the *Hornet*. He was to have been a passenger in her; his trunks and baggage were on board, and he was prevented from embarking by the suddenness of the gale. He stated that the *Hornet* was at anchor off the bar of Tampico, about three miles from land; her boats were on shore, inside the bar, taking off some provisions; and that, before the work was accomplished, owing as he supposed to the strong indications of a norther, the boats were suddenly recalled to the ship by signal, and accordingly instantly abandoned their task and repaired to their vessel. The boats were immediately hoisted in, the *Hornet* weighed her anchors, and, a little before dark, stood off to sea under close reefed topsails—the norther having fairly set in, and with great violence. Two or three other vessels also put to sea at the same time. He saw her still standing to the eastward until night, and the storm closed the view forever.

It was after the lapse of several years that, in the city of Tampico, I was repeating to several of my countrymen—sea-captains and others—the statement of Dr. ——— relative to the *Hornet*. The relation being ended, one of the persons present, Captain ——— well known as having been many years in the trade between Tampico and New Orleans, informed us that he was in command of one of the schooners which

lay off the bar of Tampico, and put to sea with the *Hornet* that evening. He stated that the wind commenced blowing violently from the north; hence it it had been considered merely a norther of unusual violence. Such, he said, was not the fact, but that it partook more of the character of the West India hurricane; for that, between eight and nine at night, the wind suddenly shifted from north, or northwest, to southeast, and the change was made with such violence that his vessel, being in ballast only, was instantly thrown on her beam-ends, when he was in imminent danger and momentary expectation of miserably perishing. With the closing of the night he had lost sight of the *Hornet* and other vessels. On that awful night, while clinging to the rigging of his cap-sized vessel, which it required the utmost exertion of his strength to effect, the sea having been lashed into fury by the opposing winds, and the roar of the tempest and rush of waters, suddenly arose above the storm the shrill sound of the boatswain's call. He was instantly aware of the proximity of the *Hornet*, and suddenly she burst in sight, scudding north or quartering before the gale: for a moment it appeared to him she was bent on his annihilation, to run him over and down; he essayed to hail. Bootless effort! Before his stifled words were half uttered, unheard and unseen, he was passed within twenty feet by the *Hornet*—the last time, probably, that ever human eyes, other than those fated to perish with her, beheld her. She came and went like a phantom ship. He could have almost touched her; so close did the approximation seem. Asked, did he or could he note at such a time the appearance of the vessel? remarking that any recollection of his might tend to elucidate the loss of the vessel. He replied, her top-gallant masts had been sent down, that her lower yards were on the gunwale, or hanging by the gears, and that she was scudding without a stitch of canvas seen. He supposed, and I think truly, that she either plunged beneath the heavy sea, which had been got up by the north-wind in the first part of the hurricane, or was swamped by the toppling of the cross sea before which the fatal attempt was made to scud; but probably not until an attempt had been made to lie to, which the change of wind, and the *Hornet* being a low single decked vessel, made impracticable. The captain stated that he was relieved the following day by one of the schooners which sailed in company, and had triumphantly rode out the storm.

In confirmation of the above statements, I was informed at that time, while in Tampico, by Mr. CRAWFORD, the British Consul, that he had been on board the *Hornet*, and breakfasted with Captain NORRIS on the day preceding her loss. A British packet was in the offing, and he was on his way to board her, when being too distant at the time from the land, he went on board the *Hornet*, and was hospitably received and entertained by Captain NORRIS. He left the *Hornet* in the forenoon, and proceeded to the packet, where he was caught by the norther, and remained on board for several days. He confirmed the statement of the Captain—of the wind having commenced from the northward, and suddenly veering to southeast. He described the storm as being similar, in every respect, to the hurricanes of the West Indies, which are known to blow in quick succession from opposite points of the compass. I had always intended, some time or other, to give publicity to the facts above related, and do not regret that my attention has been recalled to the subject, though a painful one. W.

#### U. S. NAVAL LYCEUM.

REPORT OF A SPECIAL COMMITTEE OF THE U. S. NAVAL LYCEUM, ON THE PROGRESS AND CONDITION OF THE INSTITUTION. READ BEFORE THE SOCIETY, TUESDAY, MAY 7, 1839.

The Committee appointed to prepare an annual report on the affairs of the Society have had the subject under consideration, and take leave to report:

No general statement of its affairs has been presented to the Society since the first annual report in 1835, and it is deemed proper to go beyond the requirements of the above resolution to notice some important events in the progress of the institution, during the intervening time.

A charter was obtained from the New York Legislature in the year 1835, conferring the rights, privileges and responsibilities of a corporate body, which secures to the Society that permanency of character which enables it to prosecute the objects of its creation with greater success.

It was the anxious desire of those who were zealous for the welfare of our infant institution, that it should become favorably known, and obtain consideration among literary associations both at home and abroad, by manifesting its willingness and ability to co-operate in the diffusion of useful knowledge and contribute its portion to the general fund of information. No means were better adapted for this end than the establishment of a periodical journal. Early measures were taken to carry this design into effect. The *Naval Magazine*, conducted by the Rev. C. S. Stewart, of the Navy, under the supervision of the Society, was issued in January, 1836. This work was edited with ability, its pages were filled with useful and entertaining matter, from the pens of different members, and its literary reputation realized the warmest expectations of its friends. While securing to the society the advantages anticipated from its establishment, bringing it into correspondence with distinguished individuals at home and abroad, and stimulating the Navy into literary effort and industry, it encountered a calamitous pecuniary condition of the community from which it derived its principal support. The Society was compelled to suspend it, until its own resources should supply a regular fund for its maintenance. The temporary pecuniary embarrassments, which this enterprise has occasioned, have been presented in the reports of the finance committee.

It is a grateful duty to call the attention of the Society to the convenient and appropriate room fitted up for the reception of its library and cabinets since the last report. There are liberality and good taste shown in its arrangements, and ample space to stimulate the industry of its members, to complete the deficiencies existing in the department of Natural History.

The committee take great satisfaction in informing the Society of the steady and valuable increase of its library. Within the last four years 860 volumes have been added, many of them works of importance, all useful and appropriate. The Society is indebted to eminent individuals, not only at home, but in England and France, for the interest they manifest in its behalf by the presentation of valuable works.

Your committee would notice and acknowledge the following, viz:

Beaufoy's Nautical Experiments. Presented by H. Beaufoy, Esq., London.

Voyage de la corvette l'Astrolabe, sous le Commandant, J. S. C. Dumont D'Urville, Capitaine de Vaisseau; pendant les années 1826 à 1829—29 tomes.

Voyage autour du monde de la corvette la Coquille; par M. L. J. Duperry, Capitaine de Frigate; pendant les années 1822 à 1825—3 tomes.

Voyage autour du monde, sur les corvettes l'Uranie et la Physicienne; pendant les années 1817 à 1820; par M. Louis de Freycinet, Capitaine de Vaisseau—3 tomes.

Voyage du Luxor, en Egypte, par M. De V. St. Maner, Capitaine de Corvette, 1833.

Presented by Admiral Ducampe de Rosamel, Ministre de la Marine et des Colonies.

Narrative of a Second Voyage of Discovery, by Captain Sir J. Ross, R. N. Presented by the author.

Some rare Turkish, Arabic, and Persian MSS. Presented by W. B. Lewylen, Esq. U. S. Consul at Salonica.

Forty-six Admiralty Charts. Presented thro' Capt. M. C. Perry, U. S. N., by Capt. F. Beaufort, R. N. A series of Public Documents Forwarded by Hon. M. Dickerson, late Secretary of the Navy.

The Law of Storms, by Lieut. Col. W. Reid, Royal Engineers. Presented by the author.

The Cabinet has been enriched, in all its departments, by donations from friends and members of the Society. In the fine arts, some rare and beautiful presents have been made. The committee would notice an admirable bust of Washington, executed by Greenough, from the late J. C. Halsey, Esq. A portrait of H. B. M. William IV., from J. Buchanan, Esq., British Consul, New York. Portraits of the Presidents of the United States, from the late Luman Reed, Esq.; a gentleman whose memory is endeared to every lover of the fine arts for his liberal and distinguished patronage.

Extensive additions have been made to the mineralogical collection. Those presented by the Mineralogical Society of St. Petersburg, through Charles Cramer, Esq., constitute a valuable part of our catalogue. A large and beautiful collection of Sicilian Lava, from J. L. Payson, Esq., U. S. Consul at Messina; and the rich specimens from Vesuvius, presented by Com. Patterson, complete a series of those interesting productions of volcanic action rarely to be found in much older cabinets.

Although numerous additions have been made in Conchology, it is to be regretted that specimens of the different genera are so few. The Cabinet is principally composed of varieties of the same genera. As members of this Society have greater facilities than almost any other for extending this particular collection, the committee hope that they will bear its deficiency in mind.

In view of its affairs, your committee see abundant cause to congratulate the Society on its steady advance in the objects of its creation; and whilst they urge the members to greater zeal and more vigorous efforts to fulfil the intentions of its founders, and meet the expectations of its friends, they would earnestly invite the co-operation of the Navy generally.

There is an enlightened public opinion growing up in our country, which demands from every member of the community the execution of his talents, and the improvement of his opportunities for the diffusion of knowledge. The navy officer has peculiar advantages, in his profession, for useful observation of the phenomena of nature. He is abroad in her expanded museum, he is conversant with her most magnificent scenery, and sees her laws operating on a sublime scale; and it is expected that he will avail himself of these advantages to promote the cause of science. There are many departments of knowledge peculiarly within the scope of a seaman's life, that require more extensive observation of facts to be made before their laws can be ascertained: such as the various phenomena of the atmosphere in the production of storms, meteors, &c.; the movements of the ocean, the influence of local causes on its tides and currents, the natural history of its inhabitants, &c. These subjects have strong claims upon the attention of naval men, and the Society is anxious to have their co-operation in contributing observations upon them.

One hundred and eighty-two members have been added to the Society since the last report. At the same time that we rejoice in the anticipated prosperity of the Society by the increase of its members, we are called upon to lament the removal of others by death. We tender our sympathies to the friends of our respected associates, and can feelingly appreciate the extent of their bereavement, from our knowledge of the worth of those they have lost.

M. C. PERRY, Captain,  
H. W. OGDEN, Commander, } Special Com-  
T. J. BOYD, Surgeon, } mittee.

\*Since the above report was written, one of the committee, Dr. Thomas J. Boyd, has been removed from among us, and numbered among those whose death the Society have just been called upon to lament. In the prime of life and usefulness,—beloved by his friends and endeared to all by the excellence of his whole character, he was suddenly and unexpectedly called hence, leaving an afflicted family, to whom the Society take this occasion to offer their sincere condolence, and with the Navy generally, they join in the expression of regret for the loss of their valued friend and brother officer.

#### BRITISH ARMY AND NAVY MOVEMENTS.

We understand that orders were received here on Saturday last, for H. M. ship *Cleopatra*, Capt. Lushington, to cruise during the summer on the eastern coast of Nova Scotia and this province, and in the Gulf of St. Lawrence, for the purpose of enforcing a strict compliance with the provisions of existing treaties, on the part of foreign vessels engaged in the fisheries there. She sailed on Monday morning.

A small vessel of war, on similar service, is shortly expected in the Bay of Fundy.—*St. John's Courier*.

The British brig of war *Buzzard*, Capt. Fitzgerald, arrived at New York on Monday morning, 10th inst., in 18 days from Barbadoes, in company with her prize, the Spanish slave brig *Eagle*.

H. B. M. ship *Racehorse*, Capt. Harris, arrived at Quebec on the 4th inst. from England, with 54 seamen for service on the lakes.

It is believed in military circles that the regiments serving in the North American command, will be increased to 1,000 rank and file, and that one skeleton company of each regiment will remain at home for the purpose of recruiting, the whole of such companies being brigaded together either at Cork or Plymouth. There is some idea also of annexing the duties of Paymaster to the second Majors, or Senior Captains, and of subjecting their accounts at short periods to the supervision of District Paymasters, preparatory to their inspection at the War Office.—*Halfpenny Recorder*, May 26.

Admiral BAUDIN arrived at Havana on the 29th ultimo, on board the frigate *Nereide*, in company with the brig *Cuirassier* and a sloop of war. The reception of the Admiral was quite enthusiastic. He landed amid demonstrations of general rejoicing.

At the last dates the steam ship *Meteor* was at Havana.

Among the French vessels of war lying at Havana at the last dates, were the steam ship *Meteor*, from Pensacola; the frigate *Caravanne* with 500 infantry, from Martinique; frigate *Fortune*, bomb vessels *Vulcan* and *Eclair*, brigs *Saumon* and *Griffon*, from Vera Cruz; all of which were waiting the arrival of Admiral Baudin from Texas.

#### ARMY.

##### OFFICIAL.

GEN. ORDERS, } ADJUTANT GENERAL'S OFFICE,  
No. 33. } Washington, June 11, 1839.

The following instructions have been received from the War Department, relative to intercourse with the Indians, which are published for the guidance of commanders on the frontiers, and all who may be concerned:

"WAR DEPARTMENT, June 8, 1839.

Sir: Information having reached this Department that certain evil disposed persons frequent the Indian country, for the purpose of enticing the Indians to play at games of hazard, and thus, by the basest and most nefarious means, deprive them of their property, and of the means of gaining a comfortable subsistence, the Commissioner of Indian Affairs has been directed to instruct the proper officers of his department to proceed forthwith to remove all such persons from the Indian country, and to prevent their return thereto.



"These officers will be given to understand that if, in the execution of this duty, the aid of the military force becomes necessary, the employment of which in such manner is authorized by the intercourse act of 1834, they must call upon the commanding officers of the different posts in that quarter, for such force as will enable them promptly and effectually to carry out their instructions. And you will cause orders to be issued to the commanding officers to comply with the requisitions of the officers of the Indian Department, and to afford them all the aid and co-operation in their power.

Very respectfully,

Your most obedient servant,

J. R. POINSETT.

Maj. Gen. A. MACOMB,

Commanding-in-chief."

BY ORDER OF MAJOR GEN. MACOMB:

R. JONES, *Adj't. Gen.*

GEN. ORDERS, }  
No. 32. }

ADJUTANT GENERAL'S OFFICE,  
Washington, June 10, 1839.

As soon as the Medical Board, now in session at New York, instituted by "General Orders," No. 21, shall have examined the applicants for appointments in the Medical Staff, they will close their proceedings and adjourn.

The Board will then re-assemble for the examination, for promotion, of such officers of the Medical Staff as may be ordered to present themselves for that purpose, and will consist of Surgeons T. G. Mower, and C. A. Finlay, and Ass't. Surgeon J. P. Russell.

BY ORDER OF MAJOR GEN. MACOMB:

L. THOMAS, *Ass't. Adj't. Gen.*

#### SPECIAL ORDERS.

No. 40, June 11—Captain Washington's leave of absence extended two additional months.

No. 41, June 15—Leave of six months, for the benefit of his health, to Lieut. Walbach, of the Ordnance Department.

CORRECTION—In par. I, Gen. Orders, No. 30, published last week, for "skirmishes," read *skirmishers*.

#### QUARTERMASTER'S DEPARTMENT.

Capt. C. A. Waite, A. Q. M. on duty at Plattsburgh, New York.

Capt. C. O. Collins, A. Q. M., relieved from duty at Plattsburgh, and assigned to the Camp of Instruction near Trenton.

Capt. James H. Stokes, A. Q. M., on temporary duty in the State of New York.

Capt. J. W. McCrabb, A. Q. M., assigned to duty at St. Augustine, to relieve Capt. McKee, A. Q. M.

Capt. Samuel McKee, A. Q. M., ordered to proceed to Fort Smith, Ark., to relieve Major Charles Thomas, Q. M.

Major Charles Thomas, Q. M., on being relieved, to repair to St. Louis, Mo., and enter upon the duties of the Department at that station.

Capt. R. E. Clary, A. Q. M., ordered to report for duty to Major E. Mackay, Q. M., New York.

QUARTERMASTER GENERAL'S OFFICE,  
Washington, June 18, 1839.

*Topographical Engineers*—Major J. D. Graham has been assigned to the superintendence of the improvement of the harbors on Lake Champlain.

#### MEDICAL STAFF.

The Medical Board for the examination of candidates for appointment as Assistant Surgeons in the army, which adjourned on the 14th inst., have approved the following persons:

1. James W. Russell, N. Y.
2. Henry H. Steiner, Pa.
3. John C. Glen, S. C.
4. Henry E. Cruttenberg, N. Y.
5. James Simons, S. C.

Before the same Board, examinations were held for promotions, in the cases of Assistant Surgeons J. J. B. Wright and John B. Wells, and in the deferred case of Surgeon Burton Randall, all of whom were approved.

Before another Board, subsequently organized, and which adjourned on the 17th inst., examinations were held for promotion, in the case of Assistant Surgeon John B. Porter, and in the deferred case of Surgeon H. L. Hoiskell, both of whom were approved.

ENGINEER ORDER, } ENGINEER DEPARTMENT,  
No. 5. } Washington, June 17, 1839.

It has become the painful duty of the Chief Engineer to announce to the Corps of Engineers, the death of a brother officer, Captain WM. A. ELIASON, who expired suddenly at Alexandria, D. C., on the morning of the 15th inst.

As a testimonial of respect for the deceased, the officers of the Corps, and those of the Military Academy, will wear the usual badge of mourning for thirty days.

JOS. G. TOTTEN, *Col.,*  
and Chief Engineer.

## NAVY.

#### ORDERS.

June 5—Comm'r. J. D. Williamson, to Pensacola, for the command of ship Ontario, vice Comm'r. McKenney, relieved.

8—Lieut. R. Semmes, relieved from order to the Poinsett, and to remain attached to the Rec'g. ship at Norfolk.

Lieut. E. M. Yard, relieved from ship Levant, W. I. squadron.

11—Act'g. Boatswain T. Tyler, ship Erie.

12—Lieut. M. Smith, steamer Poinsett.

13—P. Mid. T. T. Hunter, Rendezvous, Baltimore.

17—Master John Robinson, leave of absence; having returned from the Mediterranean on "sick ticket."

P. Mid. T. M. Brasher, ship St. Louis.

#### APPOINTMENTS.

June 11—Thomas Tyler, Act'g. Boatswain.

17—David McClure, Professor of Mathematics.

U. S. VESSELS OF WAR REPORTED.

PACIFIC SQUADRON—Ship North Carolina, Commo. Ballard, arrived at Rio Janeiro, April 25, in 35 days from Valparaiso—all well; would sail about the 5th May for New York.

Schr. Enterprise (commander not stated) arrived at Rio Janeiro, April 22, in 47 days from Valparaiso; to sail for Philadelphia about the 8th May.

Schr. Otsego, acting Lt. Comd't. E. T. Shubrick, was to have sailed from St. Augustine, June 9, on a cruise south.

Spoken, June 4, lat. 22, 30, lon. 69, U. S. frigate Constitution, Capt. Turner, 12 days out from New York; all well.

EXPLODING SQUADRON—Brig Porpoise, Capt. Wilkes, spoken 25th March, 28 days from Orange Harbor, Terra del Fuego, bound to Palmer's Land, in company with the Sea Gull, tender. The Peacock and tender Flying Fish sailed from Orange Harbor a few days sooner than the Porpoise.

#### MARRIAGE.

On the 6th inst., at "Beach Cottage," near St. Augustine, by the Rev. R. A. HENDERSON, Capt. MARSHALL S. HOWE, U. S. A., to Miss ANN T., second daughter of JOHN C. CLELAND, Esq.

#### DEATHS.

In Alexandria, on Saturday last, Captain WILLIAM A. ELIASON, of the U. S. Corps of Engineers.

In New Orleans, on the 16th May, Mrs. LUCIA CHAUNCEY, aged 23 years: wife of JOHN WOODS, Esq., and daughter of the late Captain JOHN PORTER, of the U. S. Navy.

At the residence of Major LENDRUM, U. S. A., Baltimore, on the 11th inst., Mrs. S. CALLAHAN, of Annapolis, aged 79 years.

**EXAMINATION OF MIDSHIPMEN.**—A board for the examination of Midshipmen whose warrants bear date prior to the 1st of January, 1839, will be convened at the Naval Asylum, Philadelphia, on Monday, the 24th inst.

It is expected that all Midshipmen who may be entitled to examination under the regulations of the Department, will attend at the above mentioned time and place, and report to Commo. Jacob Jones, President of the Board.

J. K. PAULDING.

NAVY DEPARTMENT, June 14, 1839.

# ARMY AND NAVY CHRONICLE.

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VOL. VIII.—No. 28.]

WASHINGTON, THURSDAY, JUNE 27, 1839.

[WHOLE No. 234.]

## DOMESTIC MISCELLANY.

*From the Globe, June 6.*

**OPERATIONS OF COMMODORE READ ON THE COAST OF SUMATRA.**—It will be recollected that an outrage was committed by the Malays off Quallah Batoo, in the island of Sumatra, on the ship *Eclipse*, of Salem, which resulted in the murder of the captain and one of the crew, and the plunder of the vessel of specie and other property to the value of about thirty thousand dollars. On hearing this, Commodore READ, who had been instructed to visit the coast of Sumatra for the purpose of protecting the trade of the United States, immediately proceeded to that island with a view to the recovery of the property, and enforcing the delivery of the principals in this daring act of piracy.

It appears from his report to the Navy Department, an extract from which we give below, that his first visit was paid at Quallah Batoo, for the purpose of acquiring accurate information in relation to the particulars of the outrage, and the persons concerned. The result of his inquiries corresponded with the details given in the protest of the survivors of the crew of the *Eclipse*, transmitted from St. Helena by the commercial agent of the United States at that island, which exonerated the Rajah and people of Quallah Batoo from all participation in the outrage for which he had come to exact reparation, but that one of the pirates was now residing in that place. It appeared, however, from information derived from a native who came on board the *Columbia*, and who stated that he was well acquainted with all the circumstances of the case, that the whole affair was planned, with the sanction of the Rajah, at another settlement called Muckie, situated at no great distance, where most of the money had been carried, and where the principals in the piracy now resided.

Commodore READ demanded of the Rajahs of Quallah Batoo and Muckie, in succession, the delivery of the pirates stated to be within the limits of their authority; but receiving only evasive answers, and finally assurances of their inability to comply with his demands, he proceeded to execute the purposes of his visit, in the manner detailed in the following extracts:

"Having come to anchor three miles from the latter place, (Quallah Batoo,) I deemed it my duty immediately to make the demand for the pirate and property said to have been conveyed to that place with him. Lieutenant Palmer, accordingly, was sent to the Rajah, to make the demand, and to say to him that the Government of the United States desired to be on friendly terms with the Rajahs of Sumatra; that we had come as friends, but that it would depend upon himself whether we should or should not leave him with the same sentiments. The Rajah professed himself willing to comply with my wishes, but stated his apprehensions that the man could not be taken for the purpose of delivering him to me. The pirate had many friends, and the people generally feared him, but he would endeavor that night to have him taken while asleep.

"Commander T. W. Wyman was sent the following day, and the same excuses were repeated. The hour of sunset of the 24th was named as the limit of the time which would be allowed for the apprehension of the pirate, and the bringing him on board the *Columbia*. The Rajah was told that unless this were done in the time specified, I should be under the necessity of considering him an enemy, and proceeding to treat him as such, assuring him that it was impossible for him to convince me that he could not se-

cure and give up a pirate found within the limits of his command.

"The hour of sunset passed, and nothing further had been done by the Rajah, in compliance with the demand; and I now conceived that all the Rajah had promised had been done for the purpose of gaining time. If I had now left him without inflicting some chastisement, I feared he might hereafter question our power, or have an indifferent opinion of its existence. I therefore caused the ships to be dropped as near to the shore as they could swing with safety, and having sprung their broadsides to the forts, commenced a fire upon them. The fire of the ships was returned with but three shot. Two of the forts hung out white flags, and after a few shot fired at the Rajah's fort, I directed the firing to cease.

"As I did not conceive the object for which I contemplated sufficient to justify the landing of a party of men to destroy the place, I directed the ships to be got under way, and to proceed to Muckie. We arrived at the common anchorage ground off that place on the 30th, and the demand for the offenders, who it was said were residing there, was immediately made. Excuses similar to those we had before heard, were now given for not having confined the persons claimed. I desired to obtain possession of the Rajahs, and invited them on board, but could not prevail on them to come. Having sent another message to the Rajahs on the succeeding day, and being satisfied that they did not mean to comply with my demands for the persons concerned in the piracy, I directed all preparations to be made for hauling in the ships.

"On the morning of the first of January, we commenced towing and warping in, and by half past 10, A. M., got into an excellent position for sweeping with our fire the peninsula on which the town stood; the two ships now not being more than a cable's length from the edge of the town. No sooner had we commenced this operation than it was observed that the inhabitants were engaged in carrying off their property from the town. It was impossible to prevent this as early as I could have wished; but a few guns were soon brought to bear, and we saw no more persons employed in this business. A slow fire from a few guns on the main and spar deck was kept up, merely for the purpose of preventing any preparation for defence on shore, and for the protection of our men in landing. By half past 12, P. M., three hundred and twenty seamen and marines were landed and formed on the beach, under the command of Commander T. W. Wyman. The divisions from the *Columbia* were commanded by Lieutenants Magruder, Turk, Turner, and Pennock. The marines of the squadron were led by Lieut. Baker. The two divisions from the *John Adams* were headed by Lieut. Thompson and Minor. The firing from the ships ceased, and the expedition moved towards the town with order and regularity. Much anxiety was felt at the moment as to the result. The conduct of the Rajahs the evening before being such, it was believed that a steady and determined resistance would be made; but to my great surprise, the party entered without opposition. The town was soon after in flames; all the dwellings of the Rajahs, and their five forts were destroyed. The guns of the forts, 22 in number, found loaded and primed, (and matches lighted,) were spiked and thrown into the ditch. A magazines of rice, and storehouse filled with pepper, were destroyed; some valuable boats of large dimensions on the stocks, and several of less value, were consumed in the flames. In short, there was nothing left above ground, and by half past 2 o'clock, P. M., the officers and men had returned to

their respective ships, without the occurrence of a single accident."

Commodore RICHARDS does full justice to the promptitude and decision of Commander WYMAN, and all the officers employed in these transactions, who acquitted themselves to his entire satisfaction.

The Navy Department has furnished for publication the following copy of the engagement entered into by the Rajah of Sorsoo, Quallah Battoo, &c., with Commodore RICHARDS:

We, the Rajahs of Sorsoo, for ourselves and the inhabitants of the town of Sorsoo, on the west coast Sumatra, sensibly affected by the clemency practised towards us on the late visit of the frigate Columbia and John Adams, do hereby pledge ourselves to suffer no American vessel to be molested hereafter, and, by all means in our power, to prevent all wicked designs for annoying or in any way injuring them. Should we ever hear of any plan being laid for the capture of an American vessel, we engage forthwith to give notice of the same to the commander, or whoever may be on board said vessel, in time to prepare themselves for the defence of their lives and the protection of their property. And we do further pledge ourselves that, in case any piratical expedition should hereafter at any time be attempted, or successful plunder be committed upon any American vessel, and the plunderers should take refuge among us, we will secure their persons and the property taken in the best manner we can, and keep them until they can be delivered to the first vessel of war of the United States of America which shall arrive on the coast, or to any merchantman who shall be willing to take them to the United States for their trial. But we profess our inability to comply with your demand for the delivering up of the pirates and the property brought with them to this place, belonging to the ship *Eclipse*, the pirates having fled from the place, the moment that it was known that the United States ships of war under your command had come to Sorsoo for the purpose of securing them. In that we promise to do all that lies in our power to cultivate the friendship of the United States, by doing all those acts which are necessary for the continuance of that friendship with us which we know to be our interest to preserve, and which we here solemnly pledge ourselves henceforth in every way to endeavor to maintain.

In testimony of these our desires and our solemn pledges, we hereto affix our several signatures and seals.

DATTOO BUGGAH,  
DATTOO BUGGENAH,  
DATTOO MOODAH,  
DATTOO UMPATE.

To Commodore GEO. C. READ,

*Commanding the American ship of war off Sorsoo, January 8, 1839.*

PO QUALLAH, Peder Rajah of Quallah Battoo, having come on board the Columbia, with desires to make peace with the Government of the United States, hereby declares, that henceforth he will use every effort on his part to assist the American ships which may be trading on the west coast of Sumatra, and bring all the means in his power to suppress all piracy on the coast. And in case any designed robbery or attack upon any American vessel should be known to him, he will use his power to stop it, and give immediate information to the captain and all who may be on board, for their defence and protection. And should any of his men be guilty of the crime of piracy against any American vessel, or should any pirates take refuge among his people, he pledges himself that they shall be punished by death, or given up to the Government of the United States for trial, on the demand of the commander of any armed United States vessel, or the Captain of any merchantman who may be willing to take them to the United States.

In testimony of this feeling and these pledges, Po Quallah here affixes his signature and seal.

PO QUALLAH.

Witnesses:

PON-YAH OUSSEN.

PON-YAH HEIT.

TOOKOO AHLEE.

GEO. C. READ, *Commander of the U. S. Naval Forces in the Indian seas.*

FITCH W. TAYLOR, *Chaplain U. S. frigate Columbia.*

A. M. PENNOCK, *Acting Lieutenant U. S. frigate Columbia.*

PETER SILVER, *Commander of the ship Sumatra.*

J. HENSHAW BLECHER, *Professor of Mathematics U. S. frigate Columbia.*

UNITED STATES FRIGATE COLUMBIA,

Sorsoo, January 11, 1839.

The following regulation, published in the Singapore Free Press of the 1st February, 1838, has been communicated in the Department of State by J. BALESTIER, Esq., U. S. Consul at Singapore:

Foreign ships belonging to any state or country in Europe or America, so long as such states or countries respectively remain in amity with her Majesty, may freely enter the British seaports and harbors in the East Indies, whether they come directly from their own country or from any other place, and shall there be hospitably received. And such ships shall have liberty to import into such seaports, from their own respective countries, goods the produce of their countries; and to export goods from such seaports to any foreign country whatever, conformably to the regulations established or to be established in such seaports; Provided, that it shall not be lawful for the said ships, in time of war between the British Government and any State or Power whatsoever, to export from the said British territories, without the special permission of the British Government, any military or naval stores, saltpetre, or grain, nor to receive goods on board at one British port of India to be conveyed to another British port of India, on freight or otherwise; but nevertheless the original inward cargoes of such ships may be discharged at different British ports, and the outward cargoes of such ships may be laden at different British ports, for their foreign destinations.

ROSS D. MANGLES,

*Officiating Secretary to Gov't of India.*

SINGAPORE, 29th Jan., 1838.

*Correspondence of the U. S. Gazette.*

U. S. FRIGATE CONSTITUTION AT SEA—FIRST SUNDAY OUT.—This war-worn and time-worn ship, which is honored with the proud name of the "Nation's Favorite," was berthed in all her beauty on the mirror-like surface of the deep blue ocean, the islands of Beimahta bearing east 75 miles; but before I speak of the duties on board of a man of war on the Sabbath, and on such a day as this, let me tell you that we passed Sandy Hook on May the 20th, with a fine breeze from the southward. At 2 P. M. the U. S. brig Washington, commanded by Lieut. G—, came bounding along most gracefully, for she is a fine looking vessel of her class, of graceful proportions, looking like a "skimmer of the seas." In an instant she hove too, and in quick succession the stern and mainly voice of our "Lieutenant of the Deck" was heard: "Man the weather main braces, clear away the bowlines, and lay the main topsails to the mast; yoting gentlemen (midshipmen) call away the life boat," (the name of a cutter in the quarter.) In a few minutes the boat was lowered, and alongside the ship, and our skillful pilot, Mr. Norris, of New York, bid us a kind farewell, and sprang into the boat. "Shove off," says the officer, and soon she was alongside the Washington, and as soon returned, and was up at the davit ends. "Fill

away the main top-sail," cried the Lieutenant. In one moment, the yards flew round by the force of the wind. "Make sail, sir," said the Captain, as he walked the poop deck in watchful silence, and soon all sail was spread to advantage, and the Constitution once more in her adopted element, where she has won so much imperishable glory for the country, and honour to herself. Soon the green hills of Neversink were settling into the horizon, and as night came on, the last twinkle of the revolving light on these beautiful highlands was seen to sink into the deep sea. What a moment for thought of all that is dear to us, country, home, and friends.

The weather continued fine, and the breeze pleasant from the southward and westward, until the thermometer told us, by its immersion into the sea water, that we were approaching, or on the western edge of, the Gulf Stream—the temperature of the air being 63°, and the water 71°, Fahrenheit. During the night, the clouds gathered and flew in furious masses, portentous of heavy squalls. As they passed over us, they poured their fluids until our decks were deluged. Sails were taken in and again set, so that "Old Ironsides" dashed on over the Gulf "like a prancing steed that knew his rider." The next day the squalls were violent, with less rain; so great was their force, that at times the sails were furling to the yards. On Friday, May 24, that valuable instrument—the thermometer—told us that we had crossed the Gulf Stream, and then gentle and balmy breezes seemed to say that we would soon be wafted into the congenial climes in the neighborhood of the tropics. Sunday morning came, "calm as a summer morning," with its light airs skipping over a sea rolling in long swells, as though it were sleeping never to be disturbed, or.

"Lash'd into foam, the fierce contending braves,  
Seems o'er a thousand raging waves to burn."

The sun rose in all its loveliness from the cloudless horizon, and swept over the trackless deep to its meridian altitude, and then gently sank to rest in the far west. But I am in the morning. The sails are hanging lazily up and down the masts; the busy crew cleaning the ship to be ready for inspection. At 10 o'clock the ship, in all her parts, is as clean as the most fastidious housewife could desire her dwelling. At 10.30, the word was passed to the boatswain to "call all hands to muster." Soon his shrill pipe was heard, accompanied by his four mates, and then their voices in rapid succession, "all hands to muster ahoy." The awnings were spread, and seats arranged on either side of the quarter deck for the accommodation of the officers and crew during divine service. As the men passed quietly aft, I was struck with the beauty of the scene, all dressed in their showy white duck "frocks" and blue trowsers. Then came Comm. C—, accompanied by Judge E—, Captain T—, and the officers generally, who took their seats. It was then announced to the Chaplain of the ship, the Rev. Mr. W—, of the Episcopal church, that all was ready for divine service. He stepped forward, and took his place at the capstan, on the drum-head of which was first spread the Star Spangled Banner. The church service was commenced by the band, whose sweet notes gave solemnity to the occasion. All was quiet, save the fine toned voice of the Chaplain, whose text was from the 10th chapter of St. Luke, in these words: "But one thing is needful." He gave a most eloquent and impressive sermon; and who were his hearers, who were anxiously gazing upon him as he told them "no man ever regretted a moment or an hour that he had devoted to his God?" They were some 430 "children of the storm," whose daily life caused them frequently to be amidst danger on the high and giddy mast, wrestling with the storm. There was great sublimity in the whole scene, one that would have gladdened the heart of the pious philanthropist. 'Twas truly divine worship at sea. The Lieutenant

of the watch, during service, was seen standing in restless watchfulness on the hammock rail, ever and anon holding up his extended arm that his hand might catch the direction of the skipping breeze as it passed over, in "cat's paws," the glassy surface of the sea, and as the service finished, his commanding voice was heard, directed to the Boatswain, "Pipe down, sir, and pipe to dinner." As if by magic, the crew passed quietly to the gun deck, and there seated themselves in groups of 12 each, (messes,) to enjoy their beef and pudding, for man—

"He cannot live, like woodcock, upon action,  
But, like the shark and tiger, must have prey."

The calm beauty of the day seemed to have made it a day of rest for all hands. The old ship labored not, but lies in all her beauty, power, and strength, on the rolling bosom of the smooth ocean, like a slumbering lion. Here and there Jack was seen walking to and fro, seemingly wrapped in his own originality of thought, while others were seen in little groups, in cheerful conversation. The officers variously amusing themselves—some bending over their books, while others were seen writing to some dear friend, wife, mother or sisters. Thus passed the afternoon of the day. As the sun dropped beneath the horizon, the shrill pipe of the boatswain and his mates were again heard, "all the starboard watch stand by your hammocks, ahoy!" Down went the hammocks, and in another hour the sentinel, from the cabin door, called out "eight bells," when the familiar voice of the Lieutenant of the Watch was again heard—"strike the bell eight, and call the watch." Thus ended the first Sunday out.

**CORPORAL PUNISHMENT.**—We a short time since made mention of the punishment of two deserters, at the barracks in this city, by branding, shaving of the head, and the infliction of fifty lashes, as preparatory to their being "drummed out" of camp. The New York Gazette copies, with editorial comments, expressing a hope that a portion of the statement was incorrect, and its abhorrence at this mode of punishment, as disgraceful to the service and to the country. We can assure that journal, however, that it is not the less true; and upon the first impressions, on receiving the information, we were disposed to speak in equally as strong terms of condemnation as that journal has done—but upon reflection concluded to let it pass, for an afterthought. We have since been reminded of it by the receipt of the Gazette, and made inquiries of an officer of the United States army, of high standing, who called upon us the other day, and who informed us that this mode of punishment, for such an offence, was the invariable practice under the army regulations, as well as under a late law of Congress. He stated, that although seemingly barbarous, it was the only plan, after continued and repeated trials, that could be adopted for the subordination and preservation of the army.

A recruit when he enlists, acts with his eyes open. He knows the duties he has to perform—he knows that he is subject, at any moment, to be called off or ordered into active and immediate service; he knows, also, the severe penalties for desertion; and should know, if he does not, that he has surrendered the free exercise of the rights and privileges of a private citizen, and volunteered himself as a ready martyr to his country's service and defence.

We still, however, disapprove of the mode of punishment, if any other remedy can be devised. That an example should be made, which will prove salutary in its effects, for the base act of desertion, no person will deny; but as we cannot conceive of a better remedy, for this dishonorable defection, we shall continue to sustain the army in the course pursued. The complaints of the Gazette, if just and proper, will apply with still greater force to the rigid discipline of the navy. If the punishment be cruel

in the one case, it is inhuman in the other. But if the Gazette will suggest any feasible plan, in alleviating the mode of punishment, and by which the character and discipline of our brave and hardy soldiery may be sustained, we will join hands with him in making our feeble efforts to effect so laudable an undertaking.—*Detroit Evening Post.*

We are clear for law, law civil, law ecclesiastical, and law martial, and clearer still for prompt punishment of every violation of law; no one who has watched our course can doubt as to our opinions on that subject; but *degrading* punishments we detest. Punishments that put the offender beyond the pale of reformation; that render him *indubitably* infamous, no civilized system of government should tolerate. That civil society has the right, and ought to exercise it, of taking the life of offenders, we never have, and never expect to doubt. The exercise is necessary to its protection—in our opinion to its very existence—but, never will we believe it either in accordance with the dictates of humanity or with any just construction of the constitutional charter of the country, to permit any branch of our authorities, civil or military, to inflict the punishment of branding. If it be necessary to prevent the crime of murder, hang the criminal who commits it; and if desertion from the army cannot otherwise be prevented, shoot the deserter; both these punishments are in our eyes less infamous than the torture of the whip or the branding iron. Murder should be so punished in all cases, and desertion in time of war should be so punished too. Social society in the one case, and the army in the other, probably cannot be kept together without such severity.

What is the appropriate punishment for a deserter from the service in time of peace we do not undertake to say. We only know that scourging and branding should never be resorted to—certainly not the latter. Imprisonment in the dark hole, chaining to cannon shot, severe drilling from morning to night, incessant marching from day to day, as is practised in the British army, or even head shaving, and "drumming out," may all be practised without mutilating the body, and blasting forever all prospect of wiping off the stigma from the offender. Never should the persons of American citizens be subjected to the lash. They are not all of them too good for the gallows, but they are too good for the whip.—*New York Gazette.*

The Army and Navy Chronicle, in copying our remarks on branding and whipping soldiers in the United States army, appends the statement that "branding" does not mean branding with a hot iron, but merely marking the letter D into the soldier's flesh with India ink. We beg leave to say to the Editor of the Chronicle that such an operation is not branding, and that our remarks on the subject, therefore, can have no application to such a process. But we will say, since we are about it, that we do not believe any authority, civil or military, has warrant in the constitution to mark in any indelible form the person of an American citizen. A man, enlisting in the military service of his country, has it not in even his own power to agree to an unconstitutional punishment upon himself. He may be shot or hanged, but we do not believe he has any right even under his own sign manual to agree beforehand to permit the United States to "mark him," as an irreclaimable and *indefaceable* outcast. If he has the right to agree that he may be marked like a sheep or a jackass, with India ink, he may just as well agree to have his ears cut into a "swallow fork," or his nose slit like a savage.—*Ibid.*

*From the Boston Mercantile Journal.*

ADVICE TO SEAMEN.—It is a melancholy fact, that the vices of intemperance and licentiousness are common to seamen in every part of the globe. This

is proverbially the case. It is these vices which lay the foundation of the ruin of many excellent men, and make them a bye-word of disgrace. Intemperance and licentiousness generally go hand in hand together. When one of these demons is seen, the other is seldom far off. It is difficult to say which of them has proved most detrimental to the mariner. Of the consequences of intemperance to all classes of society, much has already been said, and we would gladly raise the voice of a friend to warn the mariner to shun the dangerous rocks of licentiousness, which lie in the far way of the channel of life, and which, when the beacon-fires of virtue and reason are not burning, cause the wreck of many a gallant vessel.

Reason was given man to enable him to control his passions, place a check on his animal propensities, and to seek enjoyments in other sources than in the gratification of the brutal appetites of his nature. But the licentious man treats the counsels of reason with contempt; scoffs at the wholesome precepts of morality and religion, and places himself, by his own voluntary act, on a level with the brute.

Moral intelligence is now generally diffused through the community, and it is time that the sailor should have due regard to the principles of morality, and show that he feels some solicitude for his own character and standing in society. Licentiousness should no longer cast a dark stain upon the character of the sailor. He should abandon the society of the abandoned, and seek the society of virtuous women, whose pure and edifying conversation, and heavenly-beaming smiles, the attendants on innocence, will exercise a wholesome influence over his conduct, and urge him onward in the paths of virtue and happiness.

A sailor should always have a home. His organization, mental as well as physical, is not so peculiar as to prevent his indulging in domestic joys. If he has a mother or sisters, they must take a deep interest in his welfare, and would rejoice to correspond with him when abroad, and would greet him with the beloved kiss of affection, whenever he could make it convenient to visit the home of his youth. These are ties which bind a man to virtue, and should be broken only by death. When the mariner forgets the relations and ties which were once most dear to him, and prefers to a quiet and happy home, the boarding house kept by some hungry shark of a landlord, who is anxious only to brutalize his boarders, or the infamous abode of some wretched female, whose mind is polluted, and who has given up herself to the worst of vices, there is little hope of him; he descends rapidly, but surely, into the very sink of degradation and ruin.

There is no reason why a sailor should deprive himself of the joys of a married life. A virtuous and industrious wife would extend a beneficial influence over his conduct, and, like a guardian angel, save him from the quicksands of intemperance or the dark whirlpools of licentiousness; instruct him to live for others, and ensure his own happiness by contributing to the happiness of those who ought to be dearer to him than life.

It is often said that a sailor has no business with a wife; that a man who passes three-fourths of his time on the ocean, or away from his home or his native land, should not burden himself with a wife, but should remain free and untrammelled as the wind which wafts him across the seas, with no one to rejoice in his prosperity, or bewail his misfortune. This, however, is an error. If the married life confers happiness, and who will dare to deny it, why should the mariner be debarred access to joys, which are not withheld from the rest of mankind? The affection of a virtuous woman is one of the greatest blessings which Providence can bestow. It is a treasure which can be appreciated by the seaman as well as the landman. When away from his home,

he feels in his heart that there is one kind being who is interested in his welfare, and is offering up prayers to heaven for his safety; who will share with him the favors of fortune, and be to him a solace and a comforter in the hour of trouble; who will welcome him to his home with unfeigned delight, and partake with him the cup of life, whether containing weal or woe. This remembrance sheds a moral purity, a holier atmosphere around him. If he possesses a spark of conscientious feeling, or any sense of honor, this reflection will act as a charm to secure him from evil habits, and cause him to resist without difficulty all the temptations to immorality, which abound in every foreign port. The thought of his wife and children will stimulate him to action, and bring out all the energy of his character. He will be ambitious to gain a name not only for correctness of moral conduct, but for industry and attention to his duty; and will receive the certain reward—the confidence of his employers.

We repeat it, there cannot be a greater error, than that a sailor should shun the state of matrimony, as if destruction lurked within it, and wander through the world alone, without one kind friend to cheer him on his way, a prey to the hungry harpies which cluster around him, and lure him from the paths of virtue. A landsman should get married as early as it is convenient; but a sailor should get married early at all events.

*From the Globe, June 4.*

**LIEUT. E. W. MOORE AND THE FIFTY MIDSHIPMEN.**—Having seen it asserted in a New York paper that Lieut. MOORE, and upwards of fifty midshipmen, had either left, or were on the eve of leaving, the service of the United States to enter into that of Texas, we thought the statement of sufficient consequence to make an inquiry at the proper quarter, as to its truth, and have been permitted to copy the following correspondence in relation to Lieut. MOORE:

“NAVY DEPARTMENT, April 29, 1839.

SIR: It having been stated in some of the public newspapers that you have been appointed to the command of the Texan navy, I request that you will inform this Department whether such be the fact, and whether you have accepted that appointment, or any other in the Texan service.

I am, respectfully, yours,

J. K. PAULDING.

Lieut. EDWIN W. MOORE,  
*United States Navy, New York.*

U. S. SHIP BOSTON, }  
*New York, May 7, 1839.* }

HONORABLE SIR: Your letter of April 29th I did not receive until to-day, and in reply to your request, I have to state that I have had no agency in the “statement of some or any of the public newspapers,” which you mention; and as I still hold a commission in the navy of the United States, I, as a matter of course, have accepted no appointment in the “Texan service.”

I am, respectfully, your obedient servant,

E. W. MOORE,  
*Lieut. U. S. Navy.*

The Hon. J. K. PAULDING,  
*Secretary of the Navy,*  
Washington City, D. C.

Surely, if Lieut. Moore had already entered into the service of Texas, he would not have committed himself in this manner by a positive denial; nor can it be presumed that if he had contemplated doing so, and had brought his negotiation for that purpose so near to a crisis as it must have been at the time, if he is now, as stated in the papers to which we have alluded, actually commander of the Texan navy, he would have condescended, under the influence, or even anticipation of his new dignity, to resort to such a palpable evasion to conceal the fact. Still less can it be believed that he would, under such circumstances, continue to wear the uniform, receive

the pay, and retain the disguise, of an officer of the United States navy, after having bartered away his services to another country. The supposition is too dishonorable to be credited.

On the same authority we are enabled to state, that for some weeks past but a single resignation of a Midshipman's warrant has been received by the Department. Most assuredly, had these fifty Midshipmen already made definite arrangements to enter the service of Texas, and transfer their allegiance from the country of their birth to that of their adoption, they would hardly bring their minds to remaining in the receipt of pay which they could no longer earn with honor, or receive without disgrace; surely they would not descend to wear the uniform of one country while devoted to the service of another. Every Midshipman, previous to becoming an officer of the United States, takes an oath of allegiance to his country, and cannot divest himself of that obligation, while he holds his warrant. Can it be presumed that fifty of these gallant young men, or a single one of them, would thus virtually perjure themselves?

The principal reason for this alleged desertion of the service of the United States, stated in the article alluded to, is that the Secretary of the Navy had delayed the annual examination of midshipmen for nearly two months. We are informed that this postponement was owing to the expected arrival of several midshipmen, entitled to an examination, from foreign stations, who, if not here in due time, would be put back a whole year, and thus lose the additional pay to which they would become entitled if successful in the trial. A proper regard to the claims of these, induced a delay of a few weeks; but we are enabled to state that preliminary measures have been taken for an examination about the middle of the present month.

**AMERICAN OFFICERS IN FOREIGN SERVICE.**—The Globe contains an official statement, denying that Lieut. E. W. Moore and fifty American Midshipmen had entered the service of the Texian republic. The denial is contained in a letter of Mr. Moore, in reply to an inquiry of the Secretary of the Navy. The original false statement was promulgated through a New York newspaper. This circumstance appears to suggest the propriety of a remark on the system of mercenary service which has, to a very inconsiderable extent, tainted the American character.

Machiavelli has asserted that “war is the chief and proper business of kings,” and the aphorism needs the offset that peace is equally the great and true business of republicans. Under the code of European morals of the nineteenth century, it is not deemed dishonorable for a soldier of one nation to enter into the service of another, and put his fellow creatures to death for the consideration of six sous or six crowns a day. The Swiss are stigmatised to a proverb for doing what every European nation has done in a large extent—supplying soldiers for any and every service, however foul and murderous, on mere pay. Dugald Dalgetty is the type of a class which flourishes perhaps as largely as ever. But the other day, a member of Parliament left his respectable seat to join, with a deluded rabble at his heels, in the cruel struggle with which the Peninsula is cursed. Some of the best officers in the Austrian and Spanish armies have been derived from Ireland, and, indeed, innumerable citations might be made of distinguished mercenaries who now figure in alien service. We confine ourselves to the present time; with the morale of the past on this point we have nothing to do, as our own country is rich in the exemplifications needed, and of a more apposite character. Now it strikes us that some decided step should be taken to arrest this shocking and cold blooded system, which may in time affect our mili-

tary and national fame, and reduce it in this particular regard to the level of that of the rest of the world. A soldier, whether on land or sea, delights in excitement, enterprise, and all else which contribute to professional ambition and renown. In this country, heaven be thanked, there is but very little to minister to any of these chivalrous propensities. The people here are the shepherds and not the sheep, as elsewhere, and as they need not the crook, neither do they the knife, and as the blessings of intellectual and moral instruction are the more widely diffused, the means of universal prosperity ascertained and regulated, and the spirit of charity and love proportionably diffused, the business of war, the trade of kings, with all its *prestige*, must decline with equal force. The charm which the army and navy of America once possessed for its officers must continue to dwindle as it has done. The young officer, seeing but a long life of subordination and toil in the service of his own country, may be too often tempted to leave it for that of some other, the Turk or Texan, as the case may be, and in justification of his course he will not fail in obtaining brilliant authority, sufficient to satisfy many minds, his own included, that no other course was left him but to batter his arms away. In anticipation of this evil, young gentlemen should be made sensible, if no other preventive be suggested, that when they take the oath to serve their country, she demands their entire regard, and will not consider any hardship or grievance an excuse for a resignation of trust, to be followed by the acceptance of another at the hands of a foreign and strange nation. We are pleased to see that so far from fifty midshipmen having resigned, lately, there has been but the surrender of a single commission. The calumny in question, therefore, is significantly refuted. The idea of exclusively national, if not perpetual service, attaches to the profession of an American officer, and none other should for a moment be admitted or cherished.—*National Gazette.*

From the *Tallahassee Star*, June 11.

#### PUBLIC MEETING.

At a meeting of the citizens of Tallahassee and its vicinity, held agreeably to public notice at the Court House on Saturday last, on motion of J. B. Webb, Gen. Thomas Brown was called to preside, and S. S. Sibley appointed Secretary. The object of the meeting having been stated by the chairman, the meeting was addressed by William P. Du Val, Esq., in an animated and eloquent speech on the subject of the disastrous Seminole war, and in relation to the treaty, recently concluded by Gen. Macomb with a few of the chiefs, communicated in the morning paper. Gov. DuVal concluded by offering the following preamble and resolutions, which were adopted without a dissenting voice. On motion of Col. Wyatt, the word *unanimous* was ordered to be inserted.

#### PREAMBLE AND RESOLUTIONS.

We, citizens of Leon county, (Florida,) have seen in the public prints, with regret and dismay, that a treaty is partially made by the commanding General of the United States army, (Macomb,) with the Seminole Indians, under the authority of the War Department, by which the country to be assigned *temporarily*, as it is said, to the Indians, but *permanently*, as we shall no doubt experience—will include all that part of the peninsula of Florida, from the head waters of Peace Creek, which discharges into Charlotte Harbor, to the mouth of Shark river, according to certain boundaries. As a portion of this unfortunate, slandered, and desolated country, we do most earnestly and solemnly protest against this measure, and with full confidence in the wisdom, and justice, and humanity, of our national legislature, appeal to them to protect us against a sacrifice so cruel and wanton, and to preserve the people of Flo-

rida from such danger, and the country from such disgrace.

At this time, while this national disgrace will be insured by the ratification of the treaty, ruinous to the prosperity, and dangerous to the safety of Florida, the commander of the United States army, in person, as we are informed, has issued his order declaring a suspension of hostilities, while the Indians, under this hollow truce, are murdering our citizens in the east, and under the nose of this officer, and in Middle Florida have destroyed several families and fired their dwellings—the regular troops at the several military posts must, and do, remain neutral and inactive under his order.

We view it as an act of supererogation on the part of this General, and ambassador *extraordinary* to the Seminole nation, to issue such an order, inasmuch as we have no reason to suppose that during the last year and a half the regular troops *altogether* have destroyed, or injured, half a dozen Indians by force of arms. We have good authority for saying that several of the Seminole Indians sent off from this country to the far west, have returned to Florida, and we believe that many of them are now returning to this Territory. These Indians have communicated from Micanopy and Jupiter, to the Indians in Florida, that they have not land in the west assigned to them sufficient to bury them. Under these circumstances, if the contemplated treaty is made, the Seminole emigrants and many of the discontented Creek Indians will return and locate themselves in Florida, and in less than three years, the Indian force will be much greater than we found it at the commencement of the present disastrous war. If the Senate should ratify such a treaty, we shall be found in a deplorable state. No prudent man would remove to Florida; for if we ever have war with a foreign power, utter ruin will fall on our country; unite a respectable foreign force with the Seminole Indians, and not Florida alone, but the States adjoining, will greatly suffer. With such guides—backed by a formidable force, collected from the West India emancipated inhabitants—the danger will become greater than we can now undertake to anticipate.

If these Indians are located *temporarily*, they will never hereafter be removed but by extermination—nor will our country be willing to hazard again defeat and disgrace by another conflict with these Indians.

1st. *Be it therefore resolved*, That the Governor of Florida be requested to issue his proclamation to assemble the Legislative Council on the first Monday in November next, at Tallahassee, and the Legislative Council be requested, when so assembled, to send on a committee, with their remonstrance and protest, against the ratification of any treaty that may be made, to locate the Indians in Florida, and that such committee unite with the Delegate in Congress in opposing such treaty.

2d. *Resolved*, That we highly approve of the sentiments contained in the letter of the Secretary of War, in answer to one addressed to him by Gen. Jesup, then commanding in Florida, rebuking him for suggesting that the Indians might be rendered friendly, by locating them in Florida.

3d. *Resolved*, That it is insulting to the feeling of the people of the United States, and degrading to our character to send the Commander-in-Chief of the army of the United States, to sue for peace to a few Indians, after a war of four years, and, in fact, yielding up to the Indians all they have ever acquired.

4th. *Resolved*, That the Seminole Indians, and the inhabitants of Florida, cannot maintain peace, and live in the same country, and if any treaty shall be ratified, locating these Indians in Florida, it will be a paper treaty only.

5th. *Resolved*, That the Peninsula of Florida is the last place in the limits of the United States, wherein the Indians should be permitted to remain, for obvious reasons:

1st. They have access to the Atlantic and the Gulf stream, and are always accessible to the enemies of the United States.

2l. In a war with any foreign power, they will be induced to take part against us, and will guide our enemies through every part of our country.

3l. If located in Florida, all the runaway slaves will find refuge and protection with them.

4th. The contiguity of emancipated colored population of the West Indies, would, in a war with some foreign power, place Florida, and in fact the whole of our Southern States, in jeopardy. There is no position in which these Indians could be located, so dangerous to the peace and happiness of the Southern, and interests of the United States, as the peninsula of Florida.

6th. *Resolved*. It is the duty of our citizens in every county in Florida, to assemble and protest against the location of the Indians in the Peninsula, and we call on them to unite with us in opposing the ratification of any such treaty.

The editors of the several public prints in this Territory are requested to publish these proceedings; and the President of this meeting is requested to send a copy of the same to the President of the United States, Secretary of war, the Governor of this Territory, and to our Delegate in Congress.

THOMAS BROWN, *Chairman*.

S. S. SIBLEY, *Secretary*.

**HAZARDOUS SEA ADVENTURES.**—The arrival of the tiny iron steambot at New York, from London, has called up many reminiscences of former voyages on the great deep, performed by crafts of a similar size. A friend relates for us a more daring and perilous voyage than any we have yet seen mentioned, and which, we are sure, must eclipse any yet untold.

**AN AMERICAN SAILOR** made his escape during the war, from the British prison-ship at Bermuda, and traversed the ocean, ALONE, in an OPEN SAIL-BEAT, to the Virginia shore, a distance of over 200 leagues!

THOMAS KING, of Charleston, S. C., who had been captured in the U. S. brig Vixen, by the Southampton frigate, was the hero of this exploit. He engaged a fellow prisoner to accompany him in the enterprise. A pocket compass was procured; some provision was saved from their scanty allowance; and the prison-ship's sail boat, which was to be used, had kegs of fresh water for ballast. The 4th of July, 1813, the enterprise was determined on. When the evening arrived for putting the plan into execution, the heart of King's *compagnon de voyage* that was to be, failed him, and he could not be induced to link his fate with that of his more resolute comrade in the little boat. But King, unappalled, though thus abandoned, determined to make the attempt alone. He got out of a port hole in the evening of the 25th July, swam to the boat, which was towing astern, got into it, cut the painter, and drifted some distance, then made sail for old Virginia, where he arrived 3d August, landing on the beach, 10 miles to the southwest of Cape Henry, having been nine days at sea. He went overland to Norfolk, where the boat was sold for his benefit. He was soon after appointed Master's mate in the navy, as a reward for his daring conduct.\*

Much has been said and sung and written about the young English sailor who was found making his escape from a French prison in a tub; and who, being brought before Napoleon, was magnanimously liberated and sent home by that great man, who admired and rewarded the daring bravery of the undertaking. Poetic license has established this event, at the expense of fact. The young sailor is represented as attempting to cross the English Channel from Boulogne in his tub. His endeavor was to drift out with the ebb tide to the British squadron,

then blockading the French coast, and within two or three miles of the shore.

The successful exploit of the American sailor throws this into the shade, as well as the little iron steambot's trip, and all the other daring adventures in tiny crafts on the ocean, which old reminiscences have brought out since the Robert Stockton's arrival. —*Richmond Compiler*.

\* We remember having seen KING after his arrival in Washington, in 1813. He was lost at sea, in the U. S. schooner Lynx, under the command of Lieut. J. R. Madison, in the year 1821.—*Ed. A. & N. C.*

**LAUNCH AT PORTSMOUTH.**—The Portsmouth Journal gives the following account of the launching of a U. S. ship at that place on Thursday 13th inst.

The launching of this ship brought together a great concourse of people upon and in the neighborhood of the Navy Yard, on Thursday last. As the house in which she was constructed is one of the largest in the United States, as many as those had a fine opportunity to observe the preparatory operations from the galleries, whilst the thousands gathered upon the bridges and surrounding eminences had an unobstructed view of her as she left the huge building shop, and glided gallantly forth into the deep smooth waters of the silver Piscataqua. "There she goes!"

Although not *au fait*, ourselves, in these matters, yet we are informed by competent judges, that she is one of the most elegant specimens of naval architecture to be found in this or any other country. She certainly is a very beautiful object to look at, and her *gentle* and yacht like appearance, we doubt not, will render her a crack ship and a great favorite in the navy. Although as strong as iron, wood and copper can make a vessel, yet so neat and polished is she in every part, from the taffrel to the keelson, as to challenge comparison with the most finished bit of cabinet work, just from the hands of the artist. This was what, perhaps, might reasonably have been expected from that talented young artist, Mr. Pook, upon whom the workmanship reflects great credit, as well as upon those who have been employed under him.

The vessel is one of six experimental sloops, of the same size, now building at the several navy yards.—Two have been launched, the *Marion* at Charlestown, and the *Decatur* at New York; a third has just been commenced at Philadelphia, under the superintendence of Mr. Lenthall, who likewise furnished the model for the one of which we are now speaking. She is not so large as the *Concord*, the last vessel launched at this yard, but is pronounced superior to her in point of workmanship. Her length on deck is 117 feet, her breadth 32; her capacity 600 tons. Although pierced for 20 guns, she will mount only sixteen—fourteen 32 pound carronades and two long twelves, with a complement of about 175 men and officers. She combines we are told all the recent improvements in ship building, and in this respect is well worthy the inspection of those who build upon this river. One of the principal improvements consists in such an adaptation of the keel, as to allow of being parted with, without any material detriment or danger to the body of the vessel. In merchant ships, it is customary to leave a small space between each frame, to be filled with salt as a preventive of the dry rot. As the moisture arising from salt has been found injurious to the health of men-of-war's crew, to remedy this and to guard against decay, in the United States ships every two frames are firmly united together, leaving a space of about eight inches between that and the next, so that the air freely circulates around every timber as it were, from one end of the vessel to the other; the stem too, we believe, instead of being, as has been usual, mostly beyond the planking, is more within the vessel, for greater strength and security.



It will be recollected that the keel of the *Congress* frigate was laid about two years since, but was removed to make room for the ship just launched. We understand that orders have been received to build her immediately, as she is an experimental frigate, and, if successful, will serve as a model for all subsequent ones. If this is the case, there will be constant employ at the navy yard for some months for two or three hundred mechanics and laborers, about the same that have been employed this season. It has been thought by some that this would necessarily raise the expense of ship labor; but upon this subject we think otherwise, as we do not speak without knowledge, when we say, that it is the intention of the government, and will be, as it ever has been, the particular desire of that valuable officer, Commodore Crane, to enter into no competition, but to pay for labor and materials such prices only as are given by the merchant.

**THE LAUNCH OF THE YORKTOWN.**—This fine sloop was launched yesterday afternoon between two and three o'clock, in the presence of a great number of spectators, who seemed to regard the spectacle with unusual interest. About ten thousand persons of all ages and sexes were present. The *Pennsylvania* fairly bristled with beauty; and we will venture to say that the gallant Commodore, who was intent upon giving the necessary orders for the launch, would have found it more difficult to have managed the crew of the big ship than he did to capture the *Epervier* or the *Nautilus*. The whole affair passed off in first rate business style. Every accommodation was afforded the visitors that could be devised; and the shout that hailed the descent of the ship into the waters was fairly won and freely given.—*Norfolk Beacon*, June 18.

**FEAT OF A REVOLUTIONARY PATRIOT.**—Captain Benjamin Welher, of Gloucester, a soldier of the Revolution, who was engaged in the battle of Bunker Hill, and is now eighty four years of age, walked, the week before last, from his residence at Gloucester (rising at four o'clock in the morning) to Salem, where he took the ten o'clock cars for Boston, and after walking some hours, in the accomplishment of some business he had on hand, he walked to Charlestown, and after taking a stroll over the scene of his first fight, returned to the city, walked to the Eastern Railroad Depot, and took a seat in the cars to Salem, whence he again resumed his walk home, and had arrived within a few miles of Gloucester, when the stage overtook him and carried him the rest of the way. He had walked thirty miles at least, and rode as many more, and all this was accomplished between sunrise and sunset of the same day!—*Boston Trans.*

**A WAR HORSE.**—The following extraordinary account of a veteran steed, which had borne him through many battle-fields, is given in a letter of the late Sir John Elley, written in 1826:—"This gallant animal embarked at Portsmouth for Lisbon, in the year 1808, then six years old, and shared the dangers of the following battles: Talavera-de-la-Reyna, Busaco, Fuentes d'Onor, Salamanca, (severely wounded, and remained on the field throughout the night, unable to rise,) Vittoria, Pyrennees, Orthes and Toulouse; returned to England on the peace of 1814. In the following year embarked at Ramsgate for Ostend, and stood the brunt of Waterloo; returned once again to England, when the allied armies quitted France, and in the year 1820 embarked for Ireland, and in this year for the last time to old England, drooping from extraordinary length of service, still possessing undiminished courage, exhibiting the remains of a fine and generous animal, which never lost a day's work but from wounds, during the period of eighteen years." The old charger, after this long career of danger and glory, ended his days in the quiet shades of Windsor Park.—*New Sporting Mag.*

WASHINGTON CITY;  
THURSDAY, ..... JUNE 27, 1839.

**TO READERS AND CORRESPONDENTS.**—We did hope to have completed our Abstract of Congressional proceedings in the present volume; but owing to the late period at which we commenced the preparation of it from the official journal, and its making more than was anticipated, we are obliged to divide it into broken doses. A few numbers more will close the last session.

We have to crave indulgence for the delay in furnishing Title Pages and Indices to the four last volumes. Our whole attention and energy are requisite to get the paper itself out; and as we have no assistant, the Indices must wait our leisure.

"W," we should think, can write well, if he takes a little more pains; his last communication is too haphazard and disjointed to answer any practically good purpose by its insertion.

Our last publication was delayed twenty-four hours by an accident to the press.

Relying upon the correctness of the papers published on the spot, we announced last week that the U. S. sloop-of-war *Sullivan* had been launched at Portsmouth, N. H. We have since understood that at the time of the launch, the name of the vessel had not been determined on; but that it has since been fixed upon as the *Priebe*. We observe that these sloops are called "experimental," but for what reason, we are at a loss to imagine. We have certainly had experience enough in ship building, to know how to construct vessels of every class; though for the matter of that, any deviation from old established forms may be called an "experiment."

A letter was received in this city on Tuesday, from an officer of the 1st infantry, dated Fort Cross, June 13, which states that two men of his company were barbarously murdered and inhumanly mangled the day before, about two miles from the fort. Fort Cross lies between Tampa Bay and Fort Clinch, 46 miles from the former, and 37 from the latter; and about 17 miles from the Gulf of Mexico.

An officer of the United States Army who had been rendezvousing at one of the southern ports on the recruiting service, was recently reported to the War Department as having failed to render accounts of moneys with which he had been charged. On examination it appeared that the report was unfounded and false, and was made through the negligence of a clerk in the Quartermaster's Department. In consequence of this prompt exposure of the injustice done to the officer, the Adjutant General orders him peremptorily to close his rendezvous, and repair without delay to the remotest and most unhealthy post on the confines of the United States!—*Madisonian*.

The above paragraph is supposed to allude to Captain GEORGE W. ALLEN, of the 4th infantry. If so, we are authorized to say, that his being relieved from recruiting service, had no reference whatever to the charge of neglect in rendering his accounts. Capt. ALLEN had been on recruiting service at New Orleans for some time, and the season had arrived when it was usual to close the rendezvous there; his presence being needed with his company at Fort Gibson, he was ordered to join it.

The General Court Martial for the trial of Lieut. Col. BRANT, was organized at the Union Hotel, St. Louis, on Saturday, the 15th inst. All the members were present, excepting Major PAYNE, of the 2d artillery, who will doubtless have arrived in time to take his seat. Col. T. CROSS was objected to by the accused, and the objection sustained by the Court; Col. C., therefore, will not sit as a member.

We hope to receive such occasional intelligence of the proceedings of the Court as will be interesting to our readers.

Gen. BRADY was at Green Bay on the 24th May, on a tour of examination of the posts on the north-western frontier.

Drs. WHEATON, DAY, and FORRY, of the U. S. army, were at Erie, Pa., a short time since, examining the several locations, suitable for a Marine hospital on the lake shore. Dr. FORRY has returned to Washington.

About sixty invalid U. S. troops arrived at New York on Friday last, in the brig L'Orient, from Tampa Bay.

Mr. Thomas Birch, of Philadelphia, has finished a painting of the Revenue Cutter Gallatin. During a cruise lately in the Delaware, the Gallatin split her mainsail, stove one her boats, and received other damage.

Several American fishing vessels have been seized by British cruisers, on the coast of Labrador, and sent into Halifax, and other ports, for alleged violations of the Revenue laws, or an infringement of Treaty stipulations respecting the fisheries.

#### ARRIVALS AT WASHINGTON.

June 13—Lt. A. E. Shiras, 4th arty. Fuller's  
Major T. T. Fauntleroy, 2d Drags.  
19—Surgeon H. L. Heiskell, army, Fuller's  
Lt. W. Hardin, 2d Drags.  
21—Paymaster C. H. Smith, army, Fuller's  
23—Ass't. Sur. S. Forry, army, cor. G & 18th sts.

#### LETTERS ADVERTISED.

Tallahassee, June 1, 1839.

ARMY—Lt. N. W. Hunter, Di. H. Holt, Capt. E. G. Mitchell.

UNPAID LETTER REFUSED—Tallahassee, June 15.

#### PASSENGERS.

CHARLESTON—June 17, per steam packet South Carolina, from Norfolk, Capt. McCrabb, U. S. A., lady, child, and 2 servants, Miss Humphreys. June 19, per steam packet Governor Dudley, from Wilmington, W. Leigh, of the navy. June 21, per schooner Empira, from St. Augustine, Lt. H. W. Bonham, U. S. A. June 22, per steam packet Gov. Dudley, from Wilmington, Capt. A. J. Swift, of the army.

SAVANNAH, June 16, per steamboat Forester, from Garey's Ferry, Lieut. N. Darling, of the army. June 19, per steam packet Wm. Gaston, from Charleston, Capt. J. W. McCrabb, of the army. Per brig Clinton, for New York, Capt. J. Mansfield, of the army, and lady. June 20, per brig Tattiny, for New York, Lt. Darling, commanding company K, and 63 dragoons. Per steamboat Charleston, from Garey's Ferry, Lieuts. King, Arnold, Metcalf, Graham; Major Bonnet, Dr. Laub, of the army.

NEW ORLEANS, June 11, per steamer Teche, from Natchitoches, Capt. J. Bonnell, of the army.

#### ARRIVALS AT PHILADELPHIA.

June 15, Capt. J. Page, Lt. A. J. Smith, army; Lt. J. G. Reynolds, Marine Corps; June 16-17, Lt. J. C. Pemberton, Dr. H. L. Heiskell, Dr. Randall, army; Commo. J. Renshaw, B. F. Saults, navy; Lt. G. H. Terrett, Marine Corps. June 20, Capt. R. Anderson, Capt. Wm. Smith, army. June 21, Lt. J. Darling.

#### COMMUNICATION.

##### THE SEVENTH INFANTRY IN FLORIDA.

The Daily National Intelligencer, of June 19th, contains a letter from Florida, of June 9th, signed "An Officer of the 7th Infantry." It is to be regretted that the Editors of that paper should publish a letter so little creditable to the army. Never, from so respectable a source, have I seen so extraordinary a combination of cringing or sickening flattery of the Secretary of War, of boasting and exaggeration of the importance of common and matter-of-course services, of evident aversion and shrinking from duty, and extravagant effort for its avoidance.

It says, "To retain the Seventh Infantry in this country, would be tantamount to its disbandment; for none of the old and experienced captains could, with consistent self-respect, continue to hold their commissions, &c." The author, when he wrote that sentence, knew that there was no probability in it; and that he would be rejoiced if the "Captains" would resign; but he did not know, perhaps, that he was libelling his regiment, and the "experienced captains," who would be disgraced if they resigned in the field. Undoubtedly they have not made the writer of that letter their "sense bearer," and will be gratified at my doing them this prompt justice, which their distance and their duties would long postpone.

There is creeping into the army, alike among unqualified field officers and those of much less rank, an inclination to overrate their services, to attach extravagant importance to the smallest affairs not of every day occurrence. It is degrading their merits, and apparently their loftiest ideas of duty and distinction to the lowest standard. Behold its fruits in the letter in question. The author, so far from being satisfied that his regiment, for the first time in twenty years, should have an opportunity to burn powder, is not ashamed to publish to the world his boasts; his humble appeal to the pity of the Secretary of War; and, in his earnest zeal, scruples not to attempt to excite his fears of the expediency of keeping his regiment in Florida, and at the expense of their reputation.—He had been in Florida almost three months, and, daring to speak for his regiment, makes complaints which were scarcely heard from regiments which have served there, paving the way for the Seventh, for as many years.

That there exist incompetency, carelessness, and mismanagement in that important branch of the army stationed at Washington City, few will deny; and that there are many in subordinate stations who suffer injustice, and are highly sensible of neglect and ignorance in the most important concerns which affect them, and all, is also undeniable; and I hold it that the Chronicle\* is a fit arena for temperate discussion, and, if needs be, of earnest complaint in these cases. But what must be said of a general use of newspapers for the publication of every discontent! of libellous publications from the theatre of a campaign! innocent publications, as to which are strictly forbidden in army regulations.

A house divided against itself cannot stand. It were better to suffer in silence, to set an example of a better spirit of content and cheerfulness on every duty, of *esprit de corps* in all army affairs. But the evil had its origin at general headquarters, which, for instance, is shown in the treatment of the regiment which has been mentioned; ( . . . )

In it there has been for some ten years a permanent, or almost invariable absence of about two-thirds of the officers. None can deny that for that period every lieutenant and brevet second lieutenant present with the regiment have been habitually in command of companies, and in not very unfrequent cases of two at a time.

But the very number of the National Intelligencer, which contains the letter which (much lamenting

the occasion) I have commented on, contains a publication signed by a brevet major general of the army, abusive (in evident allusions) of other members of the army; and boasting of having "beaten" the enemy, about three years ago, on an occasion when, all the world supposes, he held himself besieged by an Indian force certainly not superior in number; eating his horses, or starving rather than face his enemy, or make the sally, which a *Court*, after hearing all the evidence, deliberately censured him for not making. And, of course, makes it an occasion to give a side puff to a Hamburg railway hobby which he has ridden rough shod over the patience of the public for years.

What an example for the army!

DE FOIX.

\*We have never refused insertion to any temperately written communication on professional matters, and are always willing to admit candid criticisms upon public men, when confined to their public acts. Some communications have been declined on account of their personalities, or violent invectives — Editor.

### CONGRESSIONAL DOCUMENT.

EZEKIEL JONES.

[To accompany bill H. R. No. 483.]

JANUARY 27, 1838.

Mr. INGHAM, from the Committee on Naval Affairs, made the following report:

*The Committee on Naval Affairs, to which was referred the petition of Ezekiel Jones, respectfully report:*

The petitioner states that, in obedience to orders from the President of the United States, as contained in letters from the Secretaries of the Treasury and of the Navy, of the 6th and 9th of January, 1836, he being then in command of the United States revenue cutter "Washington," sailed for Tampa bay, and served in conjunction with the navy of the United States until the 9th of July, 1836, when he was relieved, and ordered on to the Portland station; that as he was during this period acting with the naval force of the United States, and was in fact a part of it, and subject to all the increased expense of an officer of the navy in like command, and having faithfully discharged all his duties, he believes himself honestly entitled to the pay of an officer of like rank in the navy; and he therefore prays that the same may be allowed him.

The facts are fully proved, as appears by the accompanying documents, marked A, B, C, D, and E.

By the 12th section of the act of the 1st July, 1797, the President is authorized to increase the strength of the revenue cutters, and to cause them to be employed in defending the seacoast, &c.; and by the act of the 25th of February, 1799, entitled "An act for the augmentation of the navy," the President was authorized to place on the naval establishment, and employ accordingly any of the revenue cutters which had been increased in force under and in virtue of the above-mentioned act, and to allow the officers and crews of such vessels, at his discretion, the pay, subsistence, and advantages, proportionably to the rates of such vessels. By the 98th section of the act of the 21 of March, 1799, it is provided that the revenue cutters shall, whenever the President shall so direct, co-operate with the navy, during which time they shall be under the direction of the Secretary of the Navy, and the expenses thereof shall be defrayed by the Navy Department.

The act of the 25th February, 1799, above referred to, seems to proceed on the ground of making compensation in some measure according to the character or grade of the service rendered, and it is difficult to see why it ought not to be so.

The amount of salary varies with the rank or

grade of those who may be entitled to it, not because they are of different grades, but because the services to be performed are of a different character. A post captain is entitled to receive four thousand dollars per annum, not because he is post captain, but because of the nature of the duties, and the high responsibilities which are imposed upon him by law, as such, and which he is bound to perform. The service is that to which the compensation has reference, and not the rank of the officer by which it is rendered. This view of the subject is fully sustained by the spirit of the act of the 31 of March, 1835, to regulate the pay of the navy, in which it is declared that "officers temporarily performing the duties belonging to a higher grade, shall receive the compensation allowed to such higher grade, while actually so employed."

It appears that the petitioner, while serving in conjunction with the naval force in the manner stated, rendered essential service to the country, and performed all the duties assigned him with great fidelity and ability, for which he deserved and received the highest commendations of his superior in command.

The committee are therefore of opinion that the petitioner is justly entitled to the same pay to which an officer of like grade in the navy would be entitled for like services, and therefore report a bill.

A.

TREASURY DEPARTMENT, Jan. 6, 1836.

SIR: By the direction of the President, the revenue cutter Washington, under your command, is placed under the orders of the Secretary of the Navy. Accordingly, until otherwise directed, you will obey such orders as you may receive from the Navy Department.

Respectfully, sir, your obedient servant,

LEVI WOODBURY,

Secretary of the Treasury.

To the Officer in command of  
revenue cutter Washington.

B.

FORT BROOKE, FLORIDA,

February 4, 1838.

SIR: In a despatch from Governor Eaton, of the 20th ult., he expresses a wish that you should make a reconnaissance of Charlotte harbor, &c. Allow me, as commandant of this post, to add to the weight of his excellency's instructions, of the expediency of which our joint opinions have for several days tended. The United States ship Vandalia will afford perfect security to the United States interests here; and a speedy report of your operations will no doubt be very acceptable to the Governor, whose junction with this command may be soon expected.

I take this occasion to express the sense of obligation your liberal and prompt conduct has excited. Your early supply of part of your armament, and other effective co-operation, I am well pleased to acknowledge.

I have the honor to be,

Your obedient servant,

F. S. BELTON,

Captain, acting commander.

To Capt. E. Jones.

Revenue Cutter Washington.

C.

U. S. SHIP CONCORD, OFF PASSAGE ISLAND,

Tampa Bay, June 26, 1836.

DEAR SIR: I avail myself of your departure for Pensacola to express to you the pleasure I feel in the assurance that the revenue cutter under your command has been very useful in sustaining the interests of our country during the period you have been placed under my directions.

The promptness with which you have executed every order for the last three months, whilst co-

operating with this ship in protecting the inhabitants of Florida, and in the various expeditions against the hostile Indians, deserves my approbation, and entitles you to my confidence and esteem.

Wishing you all success in your career, I remain, dear sir, very respectfully, your obedient servant,  
M. P. MIX, *Commander.*

To Capt. E. JONES, commanding  
*U. S. revenue cutter Washington, Tampa Bay.*

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UNITED STATES SHIP VANDALIA,  
*Tampa Bay, April 23, 1836.*

DEAR SIR: Previous to my departure for Pensacola, I take pleasure in assuring you the services of the revenue cutter under your command have been of essential benefit to the interests of our country, in co-operating with this ship and the army of Florida, in their operations against the Seminole Indians.

The promptness with which you have executed every duty that I have required of you, merits my highest approbation, and entitles you to my confidence and esteem.

I have the honor, dear sir, to be, respectfully, your obedient servant,

THO. T. WEBB.

To Capt. E. JONES, *Commander of the*  
*U. S. revenue cutter Washington, Tampa Bay.*

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NAVY DEPARTMENT, Jan. 18, 1838.

SIR: I have the honor to return to you, herewith, the petition and papers of Ezekiel Jones, Captain of the U. S. revenue cutter Washington, in behalf of himself and others.

Although the evidence of Commanders Mix and Webb sufficiently attests the impotence and value of the services rendered by the cutter Washington, under the command of Captain Jones, in co-operating with the naval forces on the coast of Florida, no law exists under which he can be allowed navy pay for his services. Captain Farnfold Green, commanding the revenue cutter Dallas, was paid, no doubt, by order of the Treasury Department, but to what amount I am not informed.

I do not find amongst the papers annexed to the petition of Capt. Jones the letter from the Secretary of the Navy to him, of the 9th January, 1836, to which he refers.

I have the honor to be, very respectfully, your obedient,

M. DICKERSON.

Hon. SAMUEL INGHAM, *Chairman of the*  
*Naval Committee, House of Representatives.*

[PUBLIC—No. 170.]

AN ACT for the relief of Capt. Ezekiel Jones of the U. S. Revenue Service.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the proper accounting officers of the Treasury be, and they are hereby, authorized to allow Ezekiel Jones, for his services as commander of the U. S. revenue cutter Washington, while acting in conjunction with the navy of the United States in eighteen hundred and thirty-six, the same amount of pay as a lieutenant in the navy would be entitled to receive for like services.

APPROVED, March 3, 1839.

General SCOTT arrived at Plattsburgh on Thursday evening, 13th inst. He was received with military honors; an appropriate salute being fired from the encampment. On Friday morning, at about 10 o'clock, the day being remarkably fine, many of the citizens repaired to the beautiful Champ de Mars, to witness a general review of the troops. Five companies were on parade, and the Plattsburgh Whig says that their appearance and conduct were creditable to themselves and their officers.

## DOMESTIC INTELLIGENCE.

From the Savannah Georgian, June 18.

The steamboat Charleston arrived on Thursday night, direct from Black creek, with several officers, U. S. A., on board—Major Fannin, 2d dragoons, Capt. Backus, 1st Infantry, and Lieuts. Merrill and Inge, with two companies 2d dragoons, destined for Fort Columbus, N. Y. The prospect of a permanent peace with the Indians is quite favorable, and indeed may be considered as fairly settled. Within the last few days it is said that many hundred Indians have come in at Fort King, friendly to peace, and on their way south, in fulfillment of their treaty engagements.

They daily meet the expresses and trains on the road, and appear perfectly assured in their manner of the favorable change in affairs, intimating as little disposition to molest others as fear of being molested; some fears were at first entertained that General Macomb would not be enabled, from the dispersed condition of the savages, to effect any desirable arrangements in so short a time as he had allotted to himself, and this circumstance, at this time, offered to the dissatisfied the only ground of interested cavil against it; but the General took the most judicious means in the very evening haste displayed to inspire the enemy with confidence, the first step to be taken, and without which the most protracted negotiations would have been abortive. The dispersed situation of the Indians will, without doubt, leave many of these wandering wretches in a state of ignorance for some time, as to the relative position of the belligerent parties, and, consequently some mischief will occasionally be perpetrated by detached parties, and perhaps even in some instances they may avail themselves of this state of things to glut their natural thirst for blood and plunder.

But there is now among the intelligent and patriotic citizens of Florida no much doubt entertained, and a strong general wish that by a proper course of forbearance on the part of her citizens towards the enemy, that peaceable relations may be effectually preserved, and the lasting and best interests of the Territory advanced. At any rate, they are willing to make a fair trial, and not condemn by wholesale and beforehand. Four other companies of dragoons will follow in a few days for Fort Columbus. These six companies have all been dismounted in consequence of the inconvenience of transportation. This will in a short time throw a large number of valuable horses into market, also wagons, &c. There never was a more favorable state of things for Florida. The country and rivers have been fully explored by the army, and roads made in almost all directions; her lands advertised and brought into market, and accessible to all. Most certainly will there never be a more favorable moment to gratify that disposition to settle in this country, which seems so general with all those who have seen her beautiful streams, her fertile hammocks, and her lakes unrivalled even in Italian scenery.

[The above information is from an authentic and respectable source.—Ed. Georgian.]

Correspondence of the Savannah Georgian.

FURTHER NEWS FROM FLORIDA.—We have received the following short letter from our attentive correspondent, per the steamboat Forrester, arrived on Saturday morning, from Garey's Ferry. We hasten to lay it before our readers.

GAREY'S FERRY, E. F., June 11.

MY DEAR SIR: Since the departure of General Macomb for Washington, there has been no change in the aspect of our Indian affairs. They seem very generally to understand that fighting is over, and frequently come into our camps and show themselves along the road. Occasionally we hear of a murder committed by them, but I am inclined to attribute

such acts to those who have not yet heard of the peaceful disposition of their former foes. The Floridians are much dissatisfied at our Government for letting the Indians remain in the Territory, and if the war is not sooner or later revived by the white inhabitants, it will disappoint the predictions of many in whose judgment I place great confidence. The success of the experiment has yet to be tried, and all we can say with certainty is "*nous tremons*."

Two companies of dragoons, (E and G,) under the command of Lieut. H. W. Merrill, 2d dragoons, leave to-day, in the steamer Charleston, for Savannah, where they will take shipping for New York.

### THE LATE LIEUT. HULBERT, U. S. A.

*From the Albany Argus*

Intelligence from Florida brings to us the melancholy announcement of the death of Lieut. Wm. HULBERT, of the 6th regiment of the U. S. infantry, on or about the 3d inst. And this murder the more aggravating, since our most recent news from that quarter, caused us to cherish the fond hope that hostilities had ceased, and that no more blood would stain the soil, and the bones of no more brave men be left to bleach in the swamps and everglades of that slaughter-house for the gallant spirit and chivalry of the American army. But faithless and treacherous as are the miserable vagabond Seminoles, little else can be expected but rapine, cruelty, and the wreaking of revenge until efficient measures be taken to ferret out and drive them from their wild fastnesses, and punish their heartless cruelties. Much sympathy has been lavished upon that wretched tribe of Indians by honest and well-meaning people; but those who are best acquainted with the Seminole character, and who are familiar with the whole proceedings of our Government toward them, are disposed to regard the commiseration in their behalf as wholly uncalled for and unmerited. And we do most sincerely believe that no candid, unprejudiced mind can review the history of our relations with that people, and fail to be convinced of the justice of the effort which has been making during the last three years to remove them. But in the violent death of Lieut. H. we have another of the numerous instances of the sacrifices which the country has been compelled to make in prosecuting that war. The writer of this had the pleasure of knowing and sharing the friendship of the deceased for the last two years; and in saying that he partook largely of the confidence of those who knew him, is but giving utterance to a sentiment cherished by a large circle of friends.

Lieut. H. was a son of the late John W. Hulbert, of Auburn, a distinguished jurist, well known to the citizens of this State. He was appointed a cadet, and finished his academical course in the U. S. Military Academy, just in time to receive orders to join his regiment in the Cherokee country in July last. Scarcely allowing himself time to visit a cherished widowed mother, he repaired with alacrity to Gen. Scott's head quarters in Tennessee, where he continued until the removal of the Indians, and then with a portion of his regiment to Florida. Looking forward with high hope to the termination of hostilities, to the time when he should be relieved from Florida service, and be allowed to return to his friends, and seeking to avoid no duty, however dangerous, he cheerfully continued to discharge the duties of his station until the unhappy occurrence alluded to took place. We cannot but admire the brave and generous feeling of the graduates of the Military Academy, who obey the orders of the War Department in going to Florida, where no brilliant hopes urge on to the contest, and no glory with its dazzling light leads on the victors, but on the contrary, where danger, hardships, and privations attend them on every hand.

The nature of their education admirably fits them for most of the lucrative stations in civil life; hence temptation to *resign from the service* means them every where, so that to resist these allurements requires no little sacrifice. Of that number was Lieut. HULBERT. He had devoted his life to his country; and he adds one more to those choice spirits whose hearts beat high with the hope of future gallant service, but who have *early* been doomed to fall and leave their bones to a hostile Indian country.

### NOTICE TO MARINERS.

PORT OF CHARLESTON, (S. C.) June 19, 1839.

The two Beacons on Morris Island, indicating the Over All Channel, will be lighted on and after the 20th day of July next. By order of the Collector:

ROBERT DAY, *Capt. revenue cutter Dexter,*  
in charge of buoys and beacons.

The U. S. surveying sloop Dream, E. Gay, master, sailed from Mobile on the 12th June, for the Yellow water and Suwannee rivers, Florida, with a surveying party in charge of Lieut. W. R. Palmer, of the topographical corps of engineers.

A steam ship of 1,300 tons was launched at Quebec on the 13th. She is to be schooner rigged, and sent to Liverpool for sale—to take in her engines there.—*New York Commercial Advertiser.*

MILITARY.—On Saturday last, the United States troops at Camp Washington (Trenton) paraded together, and were reviewed by General Eastis, who is now in command of the encampment. This is the first time that all the different arms have been brought to act together, light infantry, dragoons and artillery. The whole force consisted of about seven hundred men, and their appearance was martial and imposing. It is understood that Major General Scott will assume the command about the middle of August.—*Philadelphia U. S. Gazette.*

At the parade on Monday evening which took place just about sundown, a soldier, a native of Poland, whom the spectators had previously observed bound to a tree, was brought out before the troops, drawn up in line; and an officer read in a loud and distinct voice, that he had been tried by a court martial, and found guilty of deserting his post, and of mutiny while in Florida. His sentence was that he should be shot in the presence of the army. The spectators, who had visited the camp for purposes of amusement only, shuddered as they heard this; and feared that the man would be shot before their eyes. The officer read on. The case had been referred to the President; and he had approved the action of the court, but had commuted the soldier's sentence to confinement at hard labor in menial services, about the army, during the whole term of his enlistment. He was also to have an iron chain and ball fastened to his leg, to be allowed no more clothing than was absolutely necessary, to receive no pay, and at the expiration of his term to be dishonorably discharged. The soldier was then marched off by the guard.—*Trenton State Gazette.*

### From the New York Evening Star.

BRADY GUARDS.—This gallant corps, which you noticed yesterday, has been, for two successive winters, in the service of the United States, on the frontier. It is commanded by Gen. Roland, a former cadet at West Point, now a lawyer in full practice at Detroit. Gen. R. is about 27 years of age, and the Adjutant General of Michigan. The corps is composed of 90 members, mostly professional men, merchants, and mechanics. They have been reviewed by Gen. Macomb and Scott, and Col. Worth, and cannot be surpassed, in their evolutions and soldier-like appearance, by any corps in the Union.

The company was organized, the uniform and equipments selected, and their drilling commenced, by Col. M. J. Bacon, now of your city, who was the first drill officer, and subsequently 1st Lieutenant of the corps.

The uniform is similar to the National Guard of New York. The ample fund which they have, \$6,000, is the proceeds of their six months' pay, officers and privates contributing all their pay to the fund, with the addition of subscriptions from the citizens of Detroit.

The corps owes part of its prospectivity to its peculiar organization—no member owning any thing, it being all company property. **WOLVEREEN.**

**CHARLESTOWN NAVY YARD**—The navy yard in Charlestown was never in better condition than at the present time, it having been constantly improving in its appearance and accommodations, since Commodore DOWNES took charge of it. It is now probably the best yard in the country, having most ample space, substantial and permanent buildings—several of which have been erected in the most secure and improved mode of construction, within a few years—and every desirable accommodation for a great naval depot. The spacious avenue, which runs the whole length of the yard, bordered with young and thriving elms, will not fail to attract the attention of visitors. The *Constellation*, now in the dry dock, is nearly ready for coppering. She will come out of the dry dock equal to a new ship; two of her decks have been put in new, and some of her planking, &c. Her beautiful model has been entirely preserved, and we presume she will prove one of the finest ships in our navy, of which the gallant *TRENTON*, her early commander, might well be proud. The sloop of war *Concord* is lying at the wharf, in beautiful trim, waiting for orders. The *Mariou*, another fine sloop of war, recently launched, is nearly rigged, and may soon be got ready for sea. —*Bunker Hill Aurora.*

**A RHODE ISLAND MATRON**—The pension act of 1836 makes provision for the payment of pensions to the widows of those who served in the war of the Revolution. Among others is an aged lady, of Coventry, R. I., a brief sketch of whom will be found below.

Mrs. Dorcas Matteson, of Coventry, aged 91, born December 2, 1747, was married March 1, 1770, and is now the widow of Daniel Matteson, of Coventry, deceased, who was a soldier of the Revolution. Dorcas is the youngest of twenty-one children; her mother had twenty-one children in twenty-five years, and lived to the age of ninety-four. Dorcas has now one hundred and sixteen grand children and great grand children, and she now enjoys good health, and is capable of doing a good day's work.

The following is the conclusion of her declaration which she has recently made, to obtain a pension under the act of Congress of July 4, 1836, which we have been permitted to take.

"She cannot specify her said husband's services after such a great length of time; but she well remembers he went into the service in all seasons of the year, and she was frequently obliged to labor on the farm in his absence, as no help could be obtained. She dug potatoes, made cider, and harvested about sixty bushels of corn one fall, while her husband was in the service; and in the summer she mowed and raked hay, and also cut wood for her family. All this labor she did on her own farm, while her husband was in the service. She had her husband's work to do out of doors, and her own in the house; and through the blessing of God she is still living and enjoys good health."

Her signature is placed to the above with an unwavering hand.

**ANOTHER REVOLUTIONARY VETERAN GONE.**—Died, in this city, on the 29th ult., Captain DAVID KIRKPATRICK, in the eighty-seventh year of his age. He was the last surviving commissioned officer of the Delaware line.

He entered the service of his country at the commencement of the Revolution, and was in constant activity throughout that struggle for national independence. He entered the army as a sergeant, but his courage and abilities soon attracted notice, and he was promoted first to the grade of Lieutenant and then to that of captain. He was engaged in many of the principal battles of the Revolution—at Monmouth, Germantown, Brandywine, Trenton, Cowpens, &c. In the contest at Brandywine he signally distinguished himself, and received a sword from the hands of the gallant Lafayette, as a testimony of the estimation in which he was held by that illustrious commander. Captain Kirkpatrick was much beloved by the soldiers under his command, and often during his life they visited him, to testify their admiration and love for his courage and kindness. He was twice wounded, and the many hardships and trials which he endured in defence of his country, aided materially in impairing his constitution. About ten years ago he received a fall which entirely disabled him from walking, and which subjected him to much bodily suffering. But he bore his afflictions with Christian patience. Notwithstanding his advanced age, he retained the strength of his faculties to the last. His closing moments were brightened by the hope ever inspired by Christian faith. Upon the day he died, as his sorrowing children surrounded his bed to watch the departure of their beloved parent, he said that death had no terrors for him—Jesus Christ being his trust.

Never was old age more beautifully portrayed than in the deceased; the gentleness of his manners, the benign expression of his eye, the quiet tones of his voice, rendered him an object of deep interest; and never was filial piety more lovely than was exhibited in the comforts which surrounded this aged veteran. The tender hands of affectionate children had long "Rocked the cradle of declining age."

And the blessing of God will rest on his posterity, "because they did rise up before the hoary head of their father, and honored him in his old age." —*Delaware State Journal.*

**ANOTHER REVOLUTIONARY PATRIOT GONE.**—Mr. EBENEZER LANE, of Sandlake, in this county, died at his residence in that town, on the 20th inst., aged 77 years. He was a patriot of the Revolution, and there are few men who have done more service for their country than he did. He enlisted as a private soldier in the Revolutionary army, on the 4th of April, 1777, and continued in service to the end of the war. He was in many battles; among others, that of Stillwater, when Burgoyne was taken, where he contended in close contact with the enemy, and was severely wounded with a bayonet, but was able to overpower his adversary. And also in the battle of Monmouth, where he was also wounded. He received from his commander two badges of honor for his faithful services. At the breaking out of the war of 1812, he again enlisted in the army, together with two of his sons. He was in the battle of Sacket's Harbor, under General Brown, and also in the battle of Cornwall, where he was so severely wounded as to disable him from doing any further duty, and he was honorably discharged, and afterwards placed on the roll of invalid pensioners. His station in life was humble, but he was an honest man and a patriot. —*Troy, N. Y., Budget.*

**DEATH OF A PATRIARCH.**—We learn, verbally, that the Venerable General LENOX, of Wilkes, died at his residence in that county a few days since, in the 89th year of his age. As a soldier of the Revo-

lution, he was connected with some of the most prominent events in our struggle for freedom; whilst, as a citizen, he has always sustained the highest consideration. We shall await with anxiety a sketch of his long eventful life, from the pen of some one competent to the task.—*Raleigh Register*, June 1.

The funeral obsequies of GARRET VLEIT, Major General of the Fourth Division, New Jersey Militia, were performed at his late residence on the Muscouteong, in Warren county, on the 1st inst., with military honors. The military escort consisted of the First Independent Battalion, Warren Brigade, commanded by Major Charles Sigreaves, comprising 5 companies. The coffin was covered with black cloth, and two swords crossed, and was borne by eight soldiers. The horse of the deceased, saddled and bridled, with holsters and pistols reversed, was led by a dragoon.

The Battalion marched with muskets and swords reversed, to a dead march, until arrived at the grave, when it was wheeled by half sections into two lines facing inwards, and stood upon reversed arms while the corpse, followed by the relatives, was moved through the lines to the grave.

The coffin was then lowered into the grave, and the relatives retired through the lines.

The Battalion was then marched as formed in open order, facing to the left flanks, and halted on both sides of the grave, facing inwards, where three volleys were fired.

The Battalion then retired from the grave yard by wheeling into sections with the right in front, and in this order marched to the late residence of the deceased.

The cavalcade was altogether imposing, the concourse of citizens was immense, the military honors, marchings, wheeling and musket manual, were performed with a precision that would be creditable to regular troops.—*Newark Daily Advertiser*.

MEXICO AND TEXAS.—Col. Bee, who was sent by Texas to the city of Mexico, to negotiate, if possible, a recognition of the independence of Texas, has failed in his mission, and was on his return to Texas. A letter from him, on board the French frigate *la Gloire* bound to the Havana, is the authority for this statement.

On the other hand there are rumors from Mexico, of a new attempt being in preparation against Texas. This does not seem to us probable. The last two years have added much to the population and strength of Texas, while during the same period, through dissensions and civil war, Mexico has been losing strength. What she could not accomplish against a handful, when her own resources were more unbroken, she is not now likely to undertake against a much larger community, and with diminished means of attack.

There is no doubt, we believe, that vessels of war of light draft of water—brigs and schooners—are preparing in the United States for Texas, to be commanded and officered chiefly, it is said, by young officers of the American Navy. We do not like the notion of our officers thus adventuring into a foreign service. It is making too much a trade of their honorable profession. The days are past—never, we hope, to return—when it was deemed meritorious for a fighting-man to take service wherever there was honor and danger. War is now no longer looked upon as a harmless pastime, or glorious strife, in which the chivalry of the world may engage in mere levity of heart. It is now felt and acknowledged to be a great evil, and except in the extreme cases, a great crime; and officers, naval and military, are more prone, than at former periods, to ask themselves, before girding on the sword, whether the quarrel is just, and, above all, whether it is their country's.

The Dalgettys, and like mercenaries, who, for pay

and provant, were ready to fight on any side, have long since passed away; nor is there much more toleration now for those who go to seek fame and promotion in fighting for a cause not their own.—*New York American*.

### BLOCKADE OF BUENOS AYRES.

The New York Journal of Commerce contains the following correspondence growing out of the seizure of the brigs America and Eliza Davidson, on the coast of Patagonia, by the French. Daniel Gowland and Alfred Peabody are the representatives of the captured vessels respectively.

U. S. SHIP FAIRFIELD.  
Buenos Ayres, March 6, 1839.

SIR: In reply to your letter this day received, referring to the application made to me by you in Montevideo on the 20th of January last, as to the legality of sending an American vessel to the port of Loberia Chica on the coast of Patagonia, within the limits of the Republic of Buenos Ayres, to discharge or take in cargoes, I have the honor to state that I give it as my opinion that that port could not be considered within the limits of the blockade instituted by the French Admiral on the 28th March last, which was confined to "the port of Buenos Ayres, and the coast of the river belonging to the Argentine republic." I also gave it as my opinion that American vessels going to Loberia Chica could not be molested by any French vessels of war appearing off that port; and that if a blockade should be instituted subsequent to their arrival, they would be entitled to a suitable delay to complete their cargoes before being ordered off. I informed you at the same time, that if the American vessel which you proposed sending there, should be in any danger of molestation by French cruisers that might be sent to that port, I would proceed at once with the Fairfield, to protect her; or if the nature of the port did not permit the approach of so large a vessel as the Fairfield, I would despatch the U. S. brig Dolphin on that service.

I have the honor to be, very respectfully,

Your most obedient servant,

ALEX. SLIDELL MACKENZIE, Lieut.  
DANIEL GOWLAND, Esq., Buenos Ayres.

21st March, 1839.  
INDEPENDENCE.

MY DEAR SIR: I have received an answer to my letter, from the Admiral, which I am having translated. I believe if you and the agent for Mr. Gowland will agree to place a mere guarantee to be answerable to stand a suit in case the brigs should be ordered to stand a trial, I will be enabled to get your brigs delivered up. I believe they may not be required to stand a trial, and it will be a mere nominal affair; but it is necessary it should be done, as otherwise the Admiral will not and cannot restore them.

The sooner you decide the better, as it only adds to the expense and trouble by delay. You had better both, or all who are concerned in the Chancellor or Consul of France, see the form of the required guarantee, and arrange it if possible, and as soon as you do so, come off to me, either to-night or early in the morning, for I can make you understand better than I can write.

Respectfully yours,

J. B. NICOLSON.

To Mr. PEABODY.

MONTVIDEO, March 21, 1839.

SIR: I have this moment received your note of this date, recommending "my giving bonds for the release of the brig Eliza Davidson and cargo."

In reply, I have merely to state, that I shall lay myself under no obligation whatever, knowing the capture to be illegal; and I merely request you to

make an unconditional demand for the release of said brig and cargo.

For any further correspondence that you may wish to have on the subject, I beg leave to refer you to my agents, Messrs. Southgate & Co.

I am, sir, very respectfully, &c. &c.,

ALFRED PEABODY.

Com. J. B. NICOLSON,

*Ship Independence:*

CONSULATE OF THE U. STATES, }  
Montevideo, March 22, 1839. }

SIR: I have the honor to acknowledge the receipt of your private letter, under the date of this day, as also copies of a correspondence between Rear Admiral Le Blanc and yourself, in relation to the capture of the American brigs Eliza Davidson and America, and beg leave to tender you my thanks for the same.

These captures are unquestionably of the most illegal character, and I am decidedly of opinion that an unconditional and immediate demand should be made for the return of said vessels and cargoes to their lawful owners. In the first place, no blockade has been declared to exist south of Cape St. Antonio. We are not to be governed by the mere intention of France as to the extent of the blockade, but by that which they actually published. Again, the two vessels in question had been lying at anchor near Cape Corrientes for twenty days prior to the capture, without having seen a vessel of any description. You, of course, do not respect a "paper blockade;" if not, upon what grounds have these vessels been captured and detained, and why should a guarantee be asked for, or given, for the value of property thus illegally seized in the most ruffian like manner? Your indignation must arise when I inform you that, upon the forcible seizure of the America, the Captain, Roberts, implored the French officer to permit him to go on shore in his own boat, to take his son, a boy of ten or twelve years of age, on board his vessel; this was indignantly refused, and this child was left on a desolate sand beach among Ganchos and Indians; the distressed feelings of a father were not considered.

You state, sir, in your letter, under date of the 14th Feb., addressed to James P. Flint, Esq., as follows: "The questions you asked Lieut. Mackenzie, have been answered as I should have done." "The French blockade of the south coast of the river Plate exists for us only when it is effective. Hence it follows, if your vessel goes to Atalaya, and finds no blockade, then she may fairly discharge and load again." The above extract you have approved of as being correct, although Atalaya is the littoral part of the river Plate, and of course comes within the range of blockade, as published by Rear Admiral Le Blanc. The case of the two brigs in question is vastly different. I contend, and can prove by a letter addressed to this Consulate from Mons. Barredere, Consul of France, that the coast of Patagonia has never been declared publicly or privately in a state of blockade, whenever may have been the intention of the French authorities. This affair has created great excitement, and every body was in expectation of seeing the said brigs enter the port yesterday, and released from an illegal seizure. I perceive in the Admiral's communication to you directed, the following extract: "Another proof is, the precaution taken by the two brigs in question, they having been cleared for ports in the Pacific Ocean, instead of the true place to which they were bound, and which they certainly would not have done if they had not thought they were acting in violation of the blockade." These remarks would not have been made, if the Admiral had been aware that it is a common practice in the United States to clear a vessel for one port, when in fact she is bound to another; and it is done with the view of keeping

secret their destined voyage, that others may not interfere with their intended speculations, and so it was in the instance referred to; and the idea of their intention to violate a blockade that did not exist, requires no comment.

I have the honor to be, very respectfully, your obedient servant,

R. M. HAMILTON,

*Consul United States.*

Commo. J. B. NICOLSON,

*Com. U. S. forces, coast of Brazil, &c.*

CONSULATE OF THE UNITED STATES, }  
Montevideo, April 12, 1839. }

SIR: As you have requested of me to give you my written opinion relative to the extent of the southern boundary line of the blockade, as declared by Rear Admiral Le Blanc, Commander-in-Chief of the French naval forces upon this station, in his publication upon that subject, I deem it only necessary to place before you the said publication, in wit: "The port of Buenos Ayres, and all the littoral part of the river appertaining to the Argentine republic, are in a state of rigorous blockade by the French naval forces, in consequence of orders from the government of H. M. the King of the French." Hence it appears that Cape Antonio becomes the southern boundary, and the whole coast south of it was left free for the trade of neutrals until the 13th of March, when I received a letter from R. Barredere, Esq., Consul of France, that when the blockade referred to was established, it was the intention of France to have included the whole sea coast appertaining to the Argentine republic, with the river of Plate and the littoral part thereof. But, sir, the commercial community are not to be governed by that "intention," which they of course were ignorant of, but by the actual publication, signed by Rear Admiral Le Blanc. And I have no hesitation in saying, that my ideas upon the subject, as expressed, are those of every foreign Consul located in Montevideo, or Buenos Ayres, and French Agents not excepted, although they have thought proper to make recent captures of American vessels, nearly one hundred miles south of Cape Antonio, and contrary to all acknowledged principles of blockade and neutral rights.

I have the honor to be, sir, very respectfully, your obedient servant,

R. M. HAMILTON,

*Consul United States.*

ALFRED PEABODY, Esq., Montevideo.

BLOCKADE OF BUENOS AYRES.—A circular of James Birckhead, Esq., dated Rio Janeiro, April 20, says: "Late advices from the La Plata, and opinions in the diplomatic circle here, give color to the possibility, if not probability, of a speedy removal of the blockade of Buenos Ayres, by an accommodation between the belligerents."—*Boston Daily Adv.*

The French steam frigate Metéore, from Havana, is below, off the Half Way House, where she anchored at 6 o'clock last evening. The pilot who brought her in reports that she has the yellow fever on board, and that one of her crew died of it, a few minutes previous to her anchoring. The steamer Old Dominion, which came up in the evening, brought a letter from her commander, Capt. Barbotin, to the French Consul, M. Paschal Schisano, which, however, merely stated the fact of her having put into our waters to have some repairs done to her machinery, that she was compelled to anchor where she was, on account of the tide; and asked assistance to tow her up this morning.—*Norfolk Herald*, June 21.

[Later accounts represent that there was no yellow fever on board the Metéore.]



## MILITARY INTELLIGENCE.

**Medical Staff**—After adjournment of Medical Board, Surgeon Friday to resume his duties at Fort Monroe, Asst. Surgeons Archer and Porter for duty in Florida.

The following persons have been appointed Assistant Surgeons:

E. B. Walcott, June 12. Henry H. Steiner, June 22.  
James W. Russell, " 22. John C. Glen, " 22.  
Henry E. Cuthenden, June 22.

**Corps of Engineers**—The charge of the Delaware Breakwater has been transferred to the Topographical Bureau.

Lieut. Meigs ordered to report for duty at Washington, as Assistant to the Board of Engineers.

**1st dragoons**—Capt. Cooke, on being relieved at Carlisle Barracks by Captain Sumner, to repair to Camp Washington.

**2d dragoons**—Leave for three months, from 15th July, to Col. Twigg. Several companies of this regiment are now on their way to the north, for the purpose of recruiting. Four companies remain on duty in Florida.

Major Fauntleroy is to relieve Capt. Sumner, 1st dragoons, from the command of the cavalry at the Camp of Instruction. Lieut. N. W. Huster has a sick leave. Lieut. H. H. Sibley has leave of absence for three months.

Companies E and G, under command of Lieuts. Merrill and Inge, arrived at New York, June 23, in the brig Mary Bernard, from Savannah. Lieut. Darling, with 68 dragoons, sailed from Savannah, June 20, in the brig Tautav, for New York.

**3d artillery**—Sick leave for three months to Lieut. J. M. Ketchum. Captain Vinton's company has relieved the troop of cavalry lately stationed at New Smyrna, E. F. Capt. Davidson on sick leave, at Fairfax C. H., Va.

**1st infantry**—Capt. E. G. Mitchell died at Fort Roger Jones, M. Florida, on the 10th of June. Lieut. J. R. B. Gardiner succeeds to his company. Lieut. Pew died at the same post on the 12th inst.

**2d infantry**—Capt. H. Day has returned to Pittsburgh, on sick leave.

**3d infantry**—Sick leave to 1st October to Lieut. J. L. Coburn. Lieut. Col. Vose has arrived at New York to relieve Lt. Col. Clarke, 8th infy., as Superintendent of the Recruiting service. Major Wilson has the command of Fort Tawau.

**4th infantry**—Sick leave for three months to Lieut. Gore.

**5th infantry**—Capt. E. K. Smith, of the 5th, and Lt. G. P. Field, of the 3d infy., left Buffalo on the 13th June, in the steambot United States, with 100 recruits, destined to reinforce Forts Brady and Howard.

**6th infantry**—1st Lieut. J. C. Fletcher, has been appointed Adjutant of the regiment.

## A. M. Y.

## OFFICIAL.

GEN. ORDERS, } ADJUTANT GENERAL'S OFFICE,  
No. 34. } Washington, June 19, 1839.

The following Regulation has been received from the War Department, and is published for the guidance of those concerned: "WAR DEPARTMENT, June 15, 1839.

"At all posts in the vicinity of public or Indian lands, which afford fire-wood, the necessary fuel will be provided by fatigue parties, detailed from the troops, under the direction of the several commanding officers.

J. R. POINSETT."

BY ORDER OF MAJOR GEN. MACOMB:  
R. JONES, Adj't Gen.

GEN. ORDERS, } ADJUTANT GENERAL'S OFFICE,  
No. 35. } Washington, June 21, 1839.

Experienced officers engaged in the recruiting service being competent to judge and determine whether the men who offer to enlist be effective able-bodied citizens, "and proper persons to join the army," render it unnecessary and inexpedient to continue the practice of employing a citizen surgeon at each Recruiting station. Accordingly, hereafter, citizen Surgeons will only be employed, (should the public service require it,) pursuant to special authority, communicated by the Adjutant General, to whom the proper contracts, agreeably to Regulation, will be submitted for approval.

BY ORDER OF MAJOR GEN. MACOMB:  
R. JONES, Adj't Gen.

## NAVY.

## U. S. VESSELS OF WAR REPORTED.

**WEST INDIA SQUADRON**—Ship *Levant*, Com'r Smoot, sailed from Pensacola, June 7, for the windward W. I. islands.

Ship *Vandalia*, Com'm'r. Levy, sailed from Pensacola, June 9, on a short cruise to Havana, Matanzas, and Key West.

Ship *Erie*, Com'm'r. Taylor, sailed from Pensacola, June 10, to relieve the *Warren* on the coast of Mexico.

At Pensacola, June 15, frigate *Macedonian*, ships *Natchez* and *Ontario*.

Ship *Warren*, Com'm'r. Spencer, left Tampico, June 7, and arrived off the N. E. pass of the Mississippi on the night of the 14th; put her passengers on board the pilot boat *Lafayette*, and sailed again immediately for Vera Cruz.

Officers of the *Levant*:

JOSEPH SMOOT, Esq., *Commander*. Lieuts. S. S. Lee, L. Pennington, J. C. Carter, W. B. Ludlow; *Master*, J. B. Moreland; *Surgeon*, W. F. Patton; *Purser*, B. F. Hart; *P. Mid.* L. B. Avery; *Asst. Sur.* J. J. Abernethy; *Midshipmen*, A. J. Drake, C. M. Morris, W. W. Hays, B. N. Westcott, F. A. Parker, S. Smith, E. T. Nichols; *Prof. Mathematicæ*, E. Fuch; *Boatswain* J. Bryant; *Carpenter*, F. M. Ceil; *Gunner*, J. Lord.

Officers attached to the *Erie*:

WM. V. TAYLOR, Esq. *Commander*. *Lieutenants*, A. Lewis, J. A. Russ, J. T. Green, J. C. Walsh; *Surgeon*, T. I. Smith; *Act'g. Master*, J. Mooney; *Purser* J. U. Holland; *P. Mid.* W. B. Beverly, M. Marine; *Asst. Surgeon*, J. W. Taylor; *Midshipmen*, J. H. Brown, I. G. Strain, J. J. Barry, W. H. Montgomery, N. C. Bryant, J. Mathews, Jr.; *Captain's Clerk*, J. C. Clark; *Boatswain*, T. Tyler; *Sailmaker*, B. B. Brechtstall; *Gunner*, Wm. Craig; *Ship's Steward*, P. Walters. Officers and crew all well.

Steamer *Pontiac*, Com'm'r. Mayo, from Baltimore, arrived at Norfolk on Monday morning, June 17.

Schr. *Wave*, Lieut. Com'dr. McLaughlin, sailed from Pensacola, June 11, for Washington.

REVEREND CUTTERS—Campbell, Lt. Com'dr. N. Coste, arrived at Baltimore on Tuesday, 15th inst., 10 days from Key West.

## MARRIAGE.

In Philadelphia, on Wednesday morning, 19th inst., by the Right Rev. Bishop O'DONOGHUE, Lt. ANDREW A. HUMPHREYS, of the U. S. Corps of Topographical Engineers, to Miss REBECCA H., daughter of HENRY HOLLINGSWORTH.

## DEATHS.

In this city, on Monday, the 10th inst., in the 4th year of his age, after an illness of only 24 hours, LAWRENCE KEARNEY, son of Lieut. THOMAS R. KEARNEY, of the U. S. Navy.

At Fort Roger Jones, Middle Florida, on the evening of the 10th inst., of bilious remittent fever, Capt. E. G. MITCHELL, of company F 1st regiment infantry, aged about 33 years—a native of Connecticut. Thus fell decidedly one of the most energetic, faithful and efficient officers of the U. S. Army. His best eulogy is, he was in every respect "a gentleman and a soldier."

At Fort Roger Jones, on the 12th inst. Lt. W. W. PEW, of the 1st regiment infantry U. S. Army.

At Bridgeport, Conn. on the 28th May, aged 4 years, LACHLAN WILSON MCINTOSH, eldest son of Commander J. M. MCINTOSH, of the U. S. Navy.

REVOLUTIONARY SOLDIERS AND PATRIOTS.

In Kinderhook, N. Y. on the 21st ult., Mr. EDWARD DORR, in the 87th year of his age. The deceased was a soldier of the Revolution, and served in both the land and naval service. He was one of the number of thirty, who captured and made prizes of several British vessels that lay at anchor off our coast; an exploit of great daring and intrepidity.

At his residence near Sparta, Georgia, on the 24th ult. in the 75th year of his age, Gen. HENRY MURRELL. He was a native of Sussex county, Va. but for more than fifty years resided in Georgia.

In Belvidere, N. J., on the 6th inst., Major Gen. GARRETT VLIET, a soldier of the Revolution, and the oldest Major General in the State. He was buried on the 8th with the honors of war.



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